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A DISTRICT COURT MARTIAL.

HELD TO-DAY.

CHARGES AGAINST TWO HEAVY BATTERY MEN.

PLEA OF "NOT GUILTY."

A District Court Martial was held in Victoria Barracks this morning.

The Court was composed of Major G. R. Pendergast, 1st Queen's Royal Regiment (President), Capt. P. Perfect, K.O.S.B., and Lieut. K. W. Morris Jones, R.A.

There were two accused, namely:

Gunner William Edward Shipton, 20th Heavy Battery, R.A., L/Bdr. Benjamin Cotton, 31st Heavy Battery, R.A.

The case against Gunner Shipton was taken first.

He was charged with (1) absenting himself without leave on August 15; in that he was absent from Tattoo roll call at Stonecutters, and continued to be absent until he was apprehended at 10.45 p.m., on the same date in the vicinity of the Star Ferry wharf, Hong Kong; and (2) resisting a Military escort which tried to apprehend him for alleged drunkenness.

Accused pleaded "not guilty" to both charges.

The Prosecuting Officer was Capt. W. J. Stopford, 20th Heavy Battery, R.A., whilst the accused's "friend" was Capt. H. B. Le Gros, H.K.S., R.A.

On the application of the defending Officer, evidence in the two charges was taken separately.

L/Bdr. Neres, 20th Heavy Battery, R.A., who was Battery Orderly at Stonecutters on August 15, gave evidence that accused was absent when witness called the roll at 10 p.m.

L/Cpls. Dowse and Scarborough, K.O.S.B., who were doing duty as Garrison Military Police deposed to apprehending the accused in the vicinity of the Star Ferry at 10.45 p.m. They took him to Murray Barracks.

In the accused's company at the time were L/Bdr. Cotton and a civilian whom the witness afterwards found out was Warder Hodge.

At the conclusion of the case for the prosecution, Capt. Le Gros who did not question any of the witnesses, submitted that he had no case to answer as no evidence had been given to show that accused had no right to be absent.

After a short adjournment, the Court decided to recall L/Bdr. Neres who deposed that accused did not have a pass on that date. Witness had the late leave list in his possession, and accused's name, did not appear on that list.

After this evidence had been taken, the Court adjourned until 2 p.m.

ON SUPERVISION.

EX-CONVICT FAILS TO REPORT.

FINED TO-DAY.

At Kowloon Court this morning, before Mr. W. Schofield, Leung Wai, alias Lung Wai-hing, was charged, with failing to report to the police while on a twelve months' supervision.

Defendant said that he had been several months in Canton. He left the Colony on January 17, and did not report to the police, as he had intended.

When asked by the magistrate why he did not report this month, defendant failed to give a satisfactory reply.

Inspector Fallon informed the magistrate that he found the defendant in Canton-road. He was arrested and when at the station said that his belongings were being kept by a friend who resided at No. 41 Austin-road. On going to the flat in question, the report book was found among a heap of his "rubbish".

The magistrate said defendant had not made any effort to report to the police, and fined him \$75, with the alternative of two months' hard labour.

St. Pancras electricity department had a profit of \$47,348, compared with \$18,589 and \$21,459 in the two previous years, and West Ham a gross profit of \$174,444, when he returns to Paris.

GEARY IS CHOSEN FOR ENGLAND.

THE TEST TEAM.

THE 17 PLAYERS PICKED UP TO GO TO AUSTRALIA.

JUDD STANDING BY.

London, Yesterday. Geary completes to tour Australia and Judd will go if a vacancy occurs before the team sails.

[G. Geary (Leicestershire) is a bowler of more than average ability and was a member of the M.C.C. team that went to South Africa last year. He has been out of the game of late owing to an injured arm.]

Already Selected.

The following had already been selected:

A. P. F. Chapman (Kent), captain, J. C. White (Somerset), vice-captain,

D. R. Jardine (Surrey), Hobbs, J. B. (Surrey), Sutcliffe, H. (Yorkshire), Tyldesley, E. (Lancashire), Hammond, W. R. (Gloucestershire), Tate, M. W. (Sussex), Leyland, M. (Yorkshire), Larwood, H. (Notts), Ames, L. (Kent), wicket-keeper,

Hendren, E. (Middlesex), Mead, C. P. (Hampshire), Duckworth, G. (Lancashire), wicket-keeper,

Staples, S. J. (Notts), Freeman, A. P. (Kent),

The following shows the seasons in which those chosen have played in Tests against Australia:

In England.

A. P. F. Chapman: 1926, being skipper in the last and deciding match which gave England back the Ashes.

J. C. White: 1921.

Hobbs: 1909, 1912, 1921, 1926.

Sutcliffe: 1926.

Tyldesley: 1921, 1926.

Tate: 1926.

Larwood: 1926.

Hendren: 1921, 1926.

Mead: 1921.

In Australia.

A. P. F. Chapman: 1924/5.

Hobbs: 1907/8, 1911/12, 1920/1, 1924/5.

Sutcliffe: 1924/5.

Freeman: 1924/5.

D. R. Jardine, Hammond, Leyland, Ames, Duckworth, and Staples are new to Test cricket against the Australians.

J. C. White, Tyldesley and Larwood have played at home but not in Tests in Australia.

Hammond, of course, is the great all-rounder of the side.

J. C. White, Tate, Larwood, Staples and Freeman have been chosen for their bowling.

Ames is good batsman as well as stumper; Duckworth not so much of a batsman but a good wicket-keeper nevertheless.

A. P. F. Chapman, D. R. Jardine, Hobbs, Sutcliffe, Tyldesley, Hammond, Leyland, Hendren and Mead are expected to make runs.

The Dates.

The M. C. C. have made a new departure in selecting the team comparatively early, possibly in response to suggestions that those who are to go should know early.

The Test programme is as follows:

First, Nov. 30, at Brisbane.

Second, Dec. 14, at Sydney.

Third, Dec. 29, at Melbourne.

Fourth, Feb. 4, at Adelaide.

Fifth, March 8, at Melbourne.

There will be twenty other fixtures, some of two days, some three, and some four.

In 1924/5 overs in all matches consisted of 8 balls. In the Tests of 1928/9, Test overs will be 6 balls, those in other matches of 8.

FRENCH Fliers.

COSTES & LE BRIX HONOUR ED BY U.S.A.

THE FLYING CROSS.

Paris, Yesterday.

The American Ambassador has presented to Costes the Ameri-

can Distinguished Flying Cross for his world flight and a similar cross will be presented to Le Brix

when he returns to Paris.

St. Pancras electricity department had a profit of \$47,348, compared with \$18,589 and \$21,459 in the two previous years, and West Ham a gross profit of \$174,444, when he returns to Paris.

WHAT HALDANE'S WILL REVEALS.

A NOTABLE BEQUEST.

£1,000 LEFT TO GOTTINGEN UNIVERSITY.

HOME INSTITUTIONS ALSO.

London, Yesterday. The will of the late Lord Haldane is notable for a bequest of £1,000 to Goettingen University.

Lord Haldane studied philosophy at Goettingen University and, later in life, at a gathering in England, he referred to the spiritual influence which a certain great man at that university had had upon him.

Mr. J. Magill, of the Chief Engineers Dept., occupied the chair, and Mr. W. Sayers, of the same Dept., presented Mr. Foster with a

LOCAL DOCKYARD CHANGES.

MEN LEAVING.

PRESENTATION TO MR. TOM FOSTER AT D. R. C.

THE RELIEFS.

At the Dockyard Recreation Club last evening the members of the Dockyard staff gathered in force to bid farewell to Mr. Tom Foster, of the Chief Engineers Dept., who is leaving H. M. Dockyard Hong Kong on Saturday next, having been appointed to Portsmouth Dockyard on relief.

Mr. J. Magill, of the Chief Engineers Dept., occupied the chair, and Mr. W. Sayers, of the same Dept., presented Mr. Foster with a

JOHN HILL WINS TITLE.

"FLY" CHAMPION.

"NEWSBOY" BROWN OF AMERICA LOSES ON POINTS.

TEDDY BALDOCK'S VICTORY.

London, Yesterday. Johnny Hill beat "Newsboy" Brown (America) on points for the flyweight championship of the world at the Clapton open-air Stadium.

Hill was cleverer and speedier throughout and scored with beautiful lefts. He quickly gained the lead on points. The American was unable to fathom the Scot's science and was boxed out over the majority of the rounds.

There were amazing scenes when before a record crowd of 60,000 Teddy Ballock beat Johnny Brown in the second round, the latter's seconds throwing in the towel. Reuter.

A SHIP WITHOUT ENGINEERS.

"ALL-ELECTRIC."

"BRUNSWICKS" TRIALS ON THE CLYDE.

STEERS AUTOMATICALLY.

London, Yesterday. The remarkable new all-electric ship, "Brunswick," of 9,000 tons for the Atlantic Oil Shipping Company of Philadelphia, ran her trials on the Clyde.

She is the largest ship of her type yet built. The captain's bridge is an amazing place from whence the vessel can be operated by one person at the switch board.

The ship is steered automatically and does not require engineers to start or stop the Diesel engines. Once the course is set she requires no further attention. Reuter.

ONE MORE AIR TRAGEDY.

FAMOUS U.S. FLIERS.

MERRILL AND RONDE FOUND KILLED.

IN LINDBERGH'S MACHINE.

New York, Yesterday. After a State-wide search in which the dirigible "Los Angeles" had just been ordered to participate, the bodies of M. Merrill and Edwin Ronde, the chiefs, respectively, of the Curtiss Flying Service and of Buffalo Airport, were found in a wilderness near Port Jervis, beside the charred wreckage of Lindbergh's 600 horse-power machine.

Lindbergh did not accompany them.—Reuter's American Service.

GREAT VIOLINIST.

CECILIA HANSEN'S DEBUT IN HONG KONG.

SPLENDID PERFORMANCE.

Artistically, Hong Kong folks are somewhat simple souls. Particularly is this the case with regard to classical music. In its grandeur we are inclined to lose our grip, to wonder what it is all about, concluding, in our ignorance, that it is largely "sound and fury signifying nothing." Perhaps that is why, in the Theatre Royal last night, Miss Cecilia Hansen's large audience did not appear to be thoroughly appreciative of her very able performance, until she played much that was melodious and of exquisite harmony.

The great artiste quickly divined this, and gave us (chiefly in response to calls of "encore") some comparatively simple things, suitable for simple souls, such as the "Hungarian Dance" and "Poupee Valente."

A very great artiste indeed is our Danish visitor—quite one of the best musicians we here in Hong Kong have ever heard. Miss Hansen's interpretation of such strictly classical compositions as Vitali's "Ciaccona" and the Tchaikowsky "Concerto in D Major" revealed more of the marvels of her wonderful technique than of real sympathy with the composer's aim. Not that she failed to interpret ably. She played the composition most artistically, lacking only in that depth that marks the outstanding master. The Corelli-Kreisler item "La Follia" was very charmingly performed, as also—and even more particularly—so—Kreisler's "Recitative and Scherzo" for violin only. The piece with which Miss Hansen concluded her programme was Bazzini's "Rondo des Lutins" (which Heifetz plays so magnificently) revealed Miss Hansen as unmistakably one of the world's first rate violinists. The audience was quick to note the supreme quality of the performance and applauded vigorously. But obviously it was the simpler, more charmingly sentimental, pleasingly emotional pieces that appealed to most of the audience. Such compositions Miss Hansen can play exquisitely.

In her programme for to-morrow night, it is to be hoped that she will include a few. It may be permissible to say that Miss Hansen's platform appearance is charming and that she has a very attractive personality.

At the piano, Mr. Boris Zehakoff accompanied admirably. He too is a fine artist; and his part of the programme was very enjoyable.

DARING AFFAIR.

ATTEMPT TO THROW WOMAN OVERBOARD.

An attempted murder on board a vessel has been reported to the police.

Captain Thomson, master of the s.s. "Langshan," reported that at midnight of August 29, while the vessel was on her way from Canton to Hong Kong, a passenger named Chan Iy-chong, attempted to commit murder by throwing a woman passenger, named Sew Fook-mui, overboard.

This would-be murderer was arrested.

Recruits to the Territorials during June numbered 4,479, compared with 2,883 in June

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Hong Kong, 3rd August, 1928

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A. H. FERGUSON,
Manager.

Hong Kong, 3rd April, 1928.

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J. HIARA,
Manager.

HONG KONG BRANCH:
3, Des Voeux Road Central,
Hong Kong, 22nd September, 1927.

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SHOU J. CHEN,
Manager.

HONG KONG, 28th August, 1928.

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Hiroshima, Sydney.

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CH. LEM., Manager.

Hong Kong, 28th August, 1928.

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excess of pre-war; Germany increased both her capacity and efficiency during the inflation period, and therefore also secured negligible capital charges.

NO GUARANTEE.

That I am fully aware of the economies that can be effected by modern installation is clear from my report to the Coal Conservation Committee during the war, but I repeat what I have said elsewhere that

even if the requisite millions of money were available to build the most efficient iron and steel works which modern knowledge and experience could devise, I would not undertake the responsibility of building the works in this country under present conditions if I had to guarantee the earning of sufficient profits to cover depreciation and obsolescence on its full cost, and to pay a fair return on the capital invested.

Even the most efficient plant that could be devised to manufacture the steel products we now so largely import could not guarantee an adequate financial return under present conditions, which permit British products to be undersold by imported material thrown on this market at cost or less than cost of production in the exporting country, especially when the entire real wages of those countries are 50 to 70 per cent. of ours.

PROFITS SMALL.

Some of our extreme Free Trade critics state that we should have these large combined works which they say are so much more efficient than ours, and also state that if we obtain "safeguarding" we should become more inefficient. Considering all these large efficient plants are in highly protected countries, it would appear that their fears of increased inefficiency under safeguarding are inconsistent.

The Balfour Report stated that the ability of the British iron and steel industry to retain its place as one of the leading iron and steel industries of the world will be conditioned by many factors, but perhaps above all by its power to enlist men of inventive genius as well as men of outstanding capacity as organisers.

MR. CHARLES SCHWAB.

I know many of the men who are responsible for the conduct of the British iron and steel industry, and I know many managers, chemists, engineers, and others. I have worked in America, and have kept in touch with work practice in that country, and I say without any hesitation that in technical efficiency our men take second place to none. All the great inventions in the past—those of Darby, Neilson, Bessemer, Siemens, Thomas, Haifield, and others—have been of British origin, and we still lead the way in technical efficiency.

This was admitted by Mr. Charles Schwab, an expert who has been called the father of the United States Steel Corporation, at the recent dinner of the Iron and Steel Institute, where he said: "There has not been a great process in iron and steel that has marked America's or any other country's development that did not have its origin in Great Britain."

It will, of course, be asked why it is if we have some efficient works, excellent personnel, and a favourable geographical situation that British prices are so high compared with Continental. First, let me controvert the statement that British prices are high.

OUR COMPETITORS.

As measured by the Board of Trade price index number on the average for British iron and steel products are only 18 per cent. above pre-war, whereas "all commodities" are over 40 per cent. above. But even at these low prices it is a fact that Continental prices are much lower in our home market.

Briefly, the reasons for the relative cheapness of Continental material are: A. A protected home market and longer working hours; and lower wages; lower capital charges; lower railway rates; lower charges in respect of taxation and social services.

Further, when prices based on lower standard of living are not sufficiently low to sustain market prices, it is difficult to compete.

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PUBLIC AUCTIONS.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS

P of the Sale by Public Auction to be held on MONDAY, the 3rd day of September, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui-poo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Conveniences.	Annual Rent.	Up-to-date Price.
1	1000	New Kowloon Island, Lot No. 1013, Prince Edward Road, Kowloon.	N. ft. ft. ft. ft. ft. ft. ft.	As per sale plan.	\$10,000	1.11

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PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Conveniences.	Annual Rent.	Up-to-date Price.
2	1000	New Kowloon Island, Lot No. 1013, Prince Edward Road, Kowloon.	N. ft. ft. ft. ft. ft. ft. ft.	As per sale plan.	\$10,000	1.11

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PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Conveniences.	Annual Rent.	Up-to-date Price.
4	1000	New Kowloon Island, Lot No. 1013, Prince Edward Road, Kowloon.	N. ft. ft. ft. ft. ft. ft. ft.	As per sale plan.	\$10,000	1.11

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS

P of the Sale by Public Auction to be held on MONDAY, the 3rd day of September, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui-poo, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Conveniences.	Annual Rent.	Up-to-date Price.
5	1000	New Kowloon Island, Lot No. 1013, Prince Edward Road, Kowloon.	N. ft. ft. ft. ft. ft. ft. ft.	As per sale plan.	\$10,000	1.11

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS

P of the Sale by Public Auction to be held on MONDAY, the 3rd day of September, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui-poo, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Conveniences.	Annual Rent.	Up-to-date Price.
6	1000	New Kowloon Island, Lot No. 1013, Prince Edward Road, Kowloon.	N. ft. ft. ft. ft. ft. ft. ft.	As per sale plan.	\$10,000	1.11

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS

P of the Sale by Public Auction to be held on MONDAY, the 3rd day of September, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui-poo, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Conveniences.	Annual Rent.	Up-to-date Price.
7	1000	New Kowloon Island, Lot No. 1013, Prince Edward Road, Kowloon.	N. ft. ft. ft. ft. ft. ft. ft.	As per sale plan.	\$10,000	1.11

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS

P of the Sale by Public Auction to be held on MONDAY, the 3rd day of September, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui-poo, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Conveniences.	Annual Rent.	Up-to-date Price.
8	1000	New Kowloon Island, Lot No. 1013, Prince Edward Road, Kowloon.	N. ft. ft. ft. ft. ft. ft. ft.	As per sale plan.	\$10,000	1.11

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS

P of the Sale by Public Auction to be held on MONDAY, the 3rd day of September, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui-poo, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Conveniences.	Annual Rent.	Up-to-date Price.
9	1000	New Kowloon Island, Lot No. 1013, Prince Edward Road, Kowloon.	N. ft. ft. ft. ft. ft. ft. ft.	As per sale plan.	\$10,000	1.11

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS

P of the Sale by Public Auction to be held on MONDAY, the 3rd day of September, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui-poo, in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Conveniences.	Annual Rent.	Up-to-date Price.
10	1000	New Kowloon Island, Lot No. 1013, Prince Edward Road, Kowloon.	N. ft. ft. ft. ft. ft. ft. ft.	As per sale plan.	\$10,000	1.11

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS

DODWELL & COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIFSTE (FIUME).
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £72.10.0
LONDON £80.0.0

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.

M.V. "REMO" Sails hence on or about 13th Sept.
M.V. "VIMINALE" Sails hence on or about 11th Oct.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

S.S. "VENEZIA" Sails hence on or about 20th Sept.
M.V. "REMO" Sails hence on or about 16th Oct.

NATAL LINE OF STEAMERS

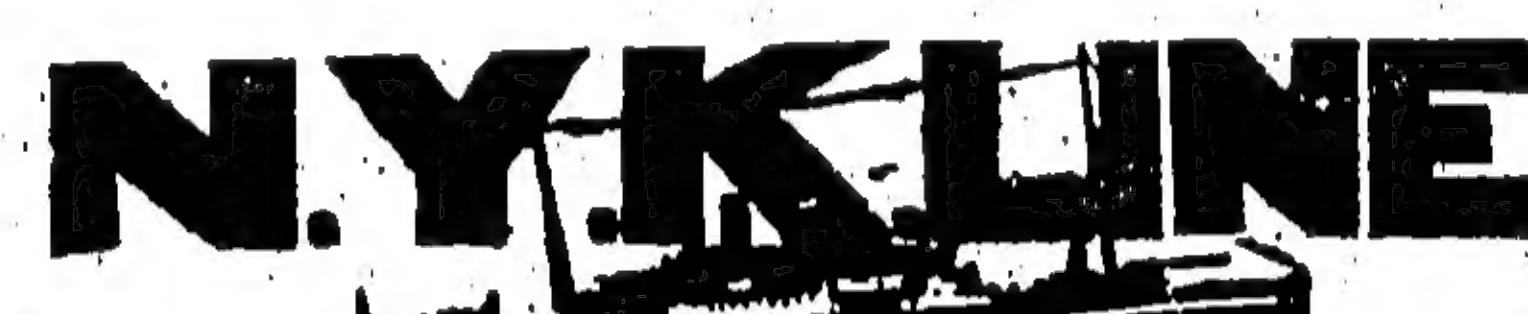
FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails from Calcutta Middle of Sept.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD., Agents.

Telephone Central 1030.

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
£120, £112, £110, £102, £83, via San Francisco.

\$6410, \$3420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

KOREA MARU (Calls Los Angeles) Tuesday, 4th September.

SHINYO MARU Tuesday, 18th September.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

HAKONE MARU (Calls Hull) Saturday, 8th September.

SUWA MARU Saturday, 22nd September.

SYDNEY & MELBOURNE via Manila & Portia.

TANGO MARU Wednesday, 19th September.

AKI MARU Wednesday, 24th October.

BOMBAY via Singapore, Penang, & Colombo.

SADO MARU Tuesday, 11th September.

+ NAGATO MARU Tuesday, 28th September.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.

BORUYO MARU Saturday, 29th September.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Porta.

KAWACHI MARU Thursday, 6th September.

NEW YORK and BOSTON via PANAMA.

+ TAKETOTO MARU Saturday, 9th September.

LIVERPOOL via Port Said, Geneva, Marseilles.

+ LYONS MARU (Calls Glasgow) Thursday, 13th September.

CALCUTTA via Singapore, Penang & Rangoon.

+ AKITA MARU Thursday, 30th August.

+ MURORAN MARU Sunday, 9th September.

+ MORIOKA MARU Tuesday, 18th September.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Friday, 21st September.

SHANGHAI, KOBE & YOKOHAMA.

HAKOZAKI MARU Monday, 3rd September.

+ HAKODATE MARU (Moji direct) Thursday, 6th September.

Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore
Colombo, Suez and Port Said.

AMAZON MARU Monday, 17th September.

BIO DE JACERO, SANTOS & BUENOS AIRES—via Saigon, Singapore,
Colombia, Durban & Cape Town.

HAWAII MARU Saturday, 29th September.

BOMBAY—via Singapore & Colombo.

CELEBES MARU Monday, 3rd September.

INDUS MARU Thursday, 20th September.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
MOMBASA—via Singapore and Colombo.

MEXICO MARU Wednesday, 29th August.

CHICAGO MARU Friday, 23rd September.

CALCUTTA—via Singapore, Penang and Rangoon.

TACOMA MARU Tuesday, 25th September.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and
Japan ports.

MELBOURNE—via Manila, Brisbane & Sydney.

MADRAS MARU Wednesday, 5th September.

HAIPHONG—via Hoitow & Pakhot.

NEW YORK—via Japan ports, San Francisco & Panama.

ARGUNI MARU Thursday, 20th September.

JAPAN PORTS.

AMUR MARU Saturday, 1st September.

SHUNIKO MARU Saturday, 1st September.

SANUKI MARU Friday, 14th September.

AMUR MARU Sunday, 16th September.

KIELUNG—via SWATOW & AMOY.

KISHU MARU Sunday, 2nd September at noon.

HOZAN MARU Sunday, 9th Sept. Noon.

TAKAO—via SWATOW & AMOY.

DELI MARU Thursday, 8th September Noon.

TAKAO & KIELUNG.

SANUKI MARU Sunday, 16th September.

For further particulars please apply to—OSAKA SHOSEN KAISHA.

Tel. Central No. 4833, 4834, 4835.

HELM ORDERS.

OVERLOADING & DIRECTION
FINDING.

M.M.S.A. OPINIONS.

Captain J. Fortay (President of the Mercantile Marine Service Association), presiding over the quarterly meeting of the Association, held at Liverpool, and speaking with reference to helm orders and the recommendation of the International Chamber of Shipping that a change should be made, said the men to whom it meant most, masters and officers, had declared that they did not approve of any change from the time-honoured custom that had served them so well for centuries. A ship was steered on the principle of the tail wagging the dog—it might not be a popular simile, but it was a fact—and an order to port the helm meant throwing her stern to port, and wagging her freely, and quite strongly on the fire.

to use it in all ships in a very short time.

A member, speaking on the subject of wireless direction equipment, referred to the extended programme which he knew Trinity House and the other lighting organisations had in mind to establish during the current year in wireless beacons all round the coast. Both the Irish Lights and the Northern Commissioners would shortly be establishing these beacons, and he thought it was very significant that the coasters were going to avail themselves of the direction finding equipment, and that the number of wireless beacons really justified the inclusion of them in their equipment.

The same member said he had had a discussion with the author of one of the letters which appeared in that day's "Journal of Commerce" on helm orders. It was a very good letter, and the correspondent expressed himself quite

TANKERS.

REPORT OF BOARD OF
INQUIRY.

L. C. C. OBJECTIONS.

London.—It is understood that the board of inquiry appointed by the Ministry of Transport to consider the proposal of the Port of London Authority to allow petrol and oil laden ships to proceed up the Thames as far as Purfleet has presented its report, which is now being considered by the Minister.

It is stated that the proposal of the P.L.A. has not met with the unqualified approval of the board of inquiry, which consisted of Major T. H. Crozier, Chief Inspector of Explosives, and Professor J. S. S. Braine, of the Royal Naval College, Greenwich.

The inquiry took place as a result of the objections that were lodged by the London County Council, shipping companies, and other concerns interested. Under the Authority's bye-laws, the present limit for tanker vessels is Thamehaven. The board of inquiry base their adverse report on the danger of a serious accident occurring, with the attendant risk of a disastrous

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA & VANCOUVER.

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.

11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29	
Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20	
Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10	
Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24	
Nov. 23	Dec. 1	Dec. 4	Dec. 6	Dec. 15	
Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 29	
Jan. 16	Jan. 19	Jan. 22	Jan. 24	Feb. 2	
Feb. 6	Feb. 9	Feb. 12	Feb. 14	Feb. 23	
Feb. 27	Mar. 2	Mar. 5	Mar. 7	Mar. 16	
Mar. 13	Mar. 16	Mar. 19	Mar. 21	Mar. 30	
Mar. 18	Mar. 21	Mar. 24	Mar. 27	Apr. 1	Apr. 20

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HOME FOR THE HOLIDAYS.

"EMPERESS OF CANADA"

via SINGAPORE—COLOMBO—BOMBAY.

Leave Hong Kong November 28	Arrive Singapore December 2
Leave Singapore December 2	Arrive Colombo December 6
Leave Colombo December 6	Arrive Bombay December 9
Leave Bombay December 9	Arrive Plymouth December 24

HONG KONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Sept. 4	Sept. 6
Sept. 25	Sept. 27	EMPERESS OF ASIA	Sept. 9

CANADIAN PACIFIC EXPRESS.

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. G.752—Cables: "GACANPAC."
Freight and Express: Tel. G.42—Cables: "NAUTILUS."

BRITISH WUCHOW LINE

AUG.—SEPT. SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

1,068 tons—Capt. O. B. Wilkes.

SEPTEMBER

SUN. 2nd MON. 17th

FRI. 7th SUN. 23rd

WED. 12th FRI. 28th

[649 tons—Capt. G. J. Spink]

FRI. 31st AUGUST.

When they pass the Shihling Gorge, the American travellers say "Well, we guess this beats the Hudson River, our show place." Continental visitors remark that it reminds them of the "Rhine" and "Switzerland." Whilst British tourists declare "Surely, the Lake district or the Scottish moors,

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

Straits, Java, Burma, Ceylon, India, Persian Gulf,
West Indies, Mauritius, East and South Africa,
Australia, including New Zealand and
Queensland Ports, and Red Sea, Egypt,
Constantinople, Greece, Levantine
Ports, Europe, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
NALDERA	16,038	1st Sept. Noon	Bombay, Marseilles & London
*KALYAN	9,143	15th Sept. 2nd Oct.	Marseilles, London, Antwerp & Hull
KASHGAR	9,005	29th Sept. 1st Oct.	Marseilles, London, Antwerp & Hull
MIRZAPORE	6,715	12th Oct.	Straits & Bombay
MOREA	10,953	15th Oct.	Marseilles & London
KHIVA	9,135	27th Oct.	Marseilles, London & Hull

Cargo only.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S. S.	Tons	10th Sept.	Singapore, Penang & Calcutta
TILAWA	10,000	1st Oct.	Singapore, Penang & Calcutta
TAKADA	6,949	13th Oct.	Singapore, Penang & Calcutta
TALAMBA	8,018	10th Oct.	Singapore, Penang & Calcutta
TALMA	10,000	19th Oct.	Singapore, Penang & Calcutta

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

S. S.	Tons	31st Aug. 4 p.m.	Manila, Sandakan, Thursday Island Townsville, Brisbane, Sydney & Melbourne
ST. ALBANS	4,500	28th Sept.	
ARAFURA	6,000	2nd Nov.	
TANDA	6,956	20th Dec.	
ST. ALBANS	4,500	28th Dec.	

Cells at Iloilo & Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Nollo, Cebu, Kolambungan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KASHGAR	9,005	31st Aug. Daylight	Shanghai, Moji, Kobe & Yokohama
*NAGPORE	5,283	4th Sept. 6 a.m.	Shanghai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	4th Sept.	Moji, Kobe, Osaka & Yokohama
MIRZAPORE	6,715	8th Sept.	Amoy, Shanghai, Moji, Kobe & Osaka
MOREA	10,953	14th Sept.	Shanghai, Moji, Kobe & Yokohama
TALAMBA	8,018	17th Sept.	Amoy, Moji, Kobe, Yohama & Osaka
LAHORE	5,252	24th Sept.	Shanghai, Moji, Kobe & Yokohama
KHIVA	9,135	28th Sept.	Shanghai, Moji, Kobe & Yokohama
TALMA	10,000	28th Sept.	Amoy, Moji, Kobe & Osaka

Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundry.

Perch measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further Information Passages Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C, HONG KONG. Agents.

BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "PHILOMUS" Via Suez Canal 21st Sept.
S.S. "CITY OF WELLINGTON" Via Suez Canal 5th Oct.
S.S. "AGAPEON" Via Suez Canal 17th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWINE or THE BANK LINE, LTD., Hong Kong.
Hong Kong & Canton: JARDINE, MATHISON & CO., LTD., Canton.

RECENT SHIPMENTS.

SIX MONTHS COAL EXPORTS.

ENGLISH REDUCTIONS.

Attention has already been drawn (says "The Journal of Commerce") to the considerable reduction which occurred in the coal export trade of the United Kingdom in the first six months of this year, as compared with the first half of last year. Official returns just to hand show that each district shared in the diminished volume of business, and that only three ports, including Liverpool, registered an improvement. Shipments from the twelve principal seaports in the country during the first half of this year totalled 18,707,707 tons, or about 76 per cent. of the total.

It is given to very few men to celebrate their business jubilee in the service of the one firm, but Mr. John F. Dowler realised this hope and ambition recently, having joined Messrs. Kellock's service in a junior capacity on July 22, 1878. When Mr. Dowler joined the company, which in those distant years bore the same title as it does today, the directors were Mr. C. W. Kellock and Mr. George Kay; in 1904 Mr. Dowler was admitted a member of the firm, 25 years after entering the office, and by length of service is the senior director of the firm at the present time.

It is almost unnecessary to dilate upon the position Mr. Dowler holds in Liverpool shipping, for there is probably no one better known or held in higher respect and esteem than he is. His association with the many philanthropic and benevolent activities of the port is in itself a testimony to the great work he is carrying out on behalf of those who have met with misfortune, and by whom his ready help will ever be remembered. Regarding his many activities in this connection it may be mentioned that he is a member of the following committees:—The Liverpool Shipbrokers' Benevolent Society, London Cereals, Royal Albert Institution, Lancashire, New Brighton Lifeboat, Liverpool Underwriters' Association and Exchange Newsroom, and he was recently elected Liverpool representative of the district association on the council of the Institute of Chartered Shipbrokers.

Many Changes.

Mr. Dowler has seen remarkable changes during his half-century's association with trade. When he started with Messrs. C. W. Kellock & Co. (ship salesmen, auctioneers and valuers) in 1878 Liverpool was, undoubtedly, the centre of the sale and purchase market for shipping. The wooden sailing ships were then going out of commission very rapidly, iron vessels were taking their place, and the introduction of steel ships was being discussed. Steamers

were coming more and more into prominence and had already begun to encroach on the trade of the sailing ships. In 1878 most of the Liverpool shipping companies were privately owned. In the early days, when Mr. Dowler joined the company, they owned a fleet of sailing ships as well as steamers, and one of their sailing vessels, the "Gateshead," made a fine passage of 73 days from Liverpool to Calcutta. On the homeward voyage, however, in his eagerness to make a record round, the captain carried on sail too long in bad weather and the ship was dismasted. Other ships of the firm were the "Evelyn," "Kate Kellock," "Lord Camling," "Childwall," "Combermere," "Subdrown," "Adderley," and "The Highfields."

Mr. Dowler has been the recipient of very hearty congratulations on the attainment of his jubilee with the firm. A worthy father is being followed by a worthy son, for Mr. John E. Dowler, who was admitted a director some few years ago, is proving a director possessed of the ability and business acumen of his father.—"Journal of Commerce."

Mr. James Parton, joint passenger manager of the White Star Line in London, has retired after 55 years' service.

Probably never before has such a large crowd of people gathered at the Toronto Exhibition grounds to witness the opening of the Canadian Pacific Railway, recently opened two miles west of the city. The Toronto Exhibition choir sang "The Star-Spangled Banner" to their leader, Dr. H. A. Fricker, upon his laying the foundation stone.

About an hour before the departure of the train the station was densely packed. Many special street cars and one hundred automobiles were used for the transportation of the crowd.

Dressed up in the platform the two thousand choir members sang with great effect as the train carrying Dr. Fricker started on its eastern journey.

IN SHIPPING.

MR. J. F. DOWLER'S JUBILEE CELEBRATION.

LIVERPOOL "CHARACTER."

NEW STANDARD.

SHIPS' BOATS, DAVITS AND STOWAGE.

BRITISH SPECIFICATION.

The British Engineering Standards Association has recently published a specification for ships' boats, davits and stowage, which covers all the gear required for the purpose of stowing and lowering of boats.

Whilst the whole of the gear specified is efficient in every way, and meets with the requirements of the Board of Trade and the registration societies (whose representatives have co-operated in its preparation), the commercial aspect has not been lost sight of. The outstanding point in the specification is that the Board of Trade, at the request of the British Engineering Standards Association Committee, which drew up the specification, has amended the Life-Saving Appliances Rules so that the same size blocks and falls used for lowering a 27-foot boat from a passenger ship may now be used for lowering a 30-foot boat from a cargo ship.

This change affects all the smaller-sized ships' boats in a like manner, and the same size gear may be used for lowering a 16-foot boat from a passenger vessel as for a 19-foot boat from a cargo ship. Hitherto it was necessary for a cargo ship and passenger ship to have the same blocks and falls to lower the same size of boat, although in the case of passenger ships provision has to be made for lowering boats with full complement of passengers, whilst in the case of cargo ships provision is only necessary for the crew.

The adoption of this specification should mean a saving in the initial cost of fitting out cargo ships, which class of vessel represents about 80 per cent. of the British Merchant Marine.

Any specification which tends to reduce the cost of production and cost of renewals should be welcomed in the shipbuilding industry just now.

Copies of the specification may be obtained from the Publications Department, British Engineering Standards Association, 28, Victoria-street, S.W.1, price 2s. 2d. post free.

MOVEMENTS OF STEAMERS.

The P. & O. s.s. "Naldera" left Shanghai for this port on Aug. 28 at 3 p.m. with the Mail, and is due here to-morrow at about 6 a.m.

The M.V. "Sumatra" (Swedish East Asiatic Co., Ltd.) left Hamburg on July 22, and is due here to-morrow.

The P. & O. s.s. "Nagore" left Singapore for this port on Aug. 27 at 10 a.m. with the outward English Mail, and is due here on September 2 at about 6 a.m.

The C.P.R.M.S. "Empress of Asia" arrived at Kobe to-day at 5 a.m., and is due at Hong Kong on Sept. 3, in the morning. She leaves for Manila on Sept. 4 at 5 p.m.

The s.s. "Dacre Castle" (D. & Co.) sailed from Honolulu on Aug. 15, and is due in Manila on Sept. 6.

The Ben Line s.s. "Bengloe" from Middlesex, London, Straits and Philippines is due to arrive here on Sept. 5.

The M.V. "Remo" (D. & Co.) sailed from Karachi on August 23 and is expected here on September 18.



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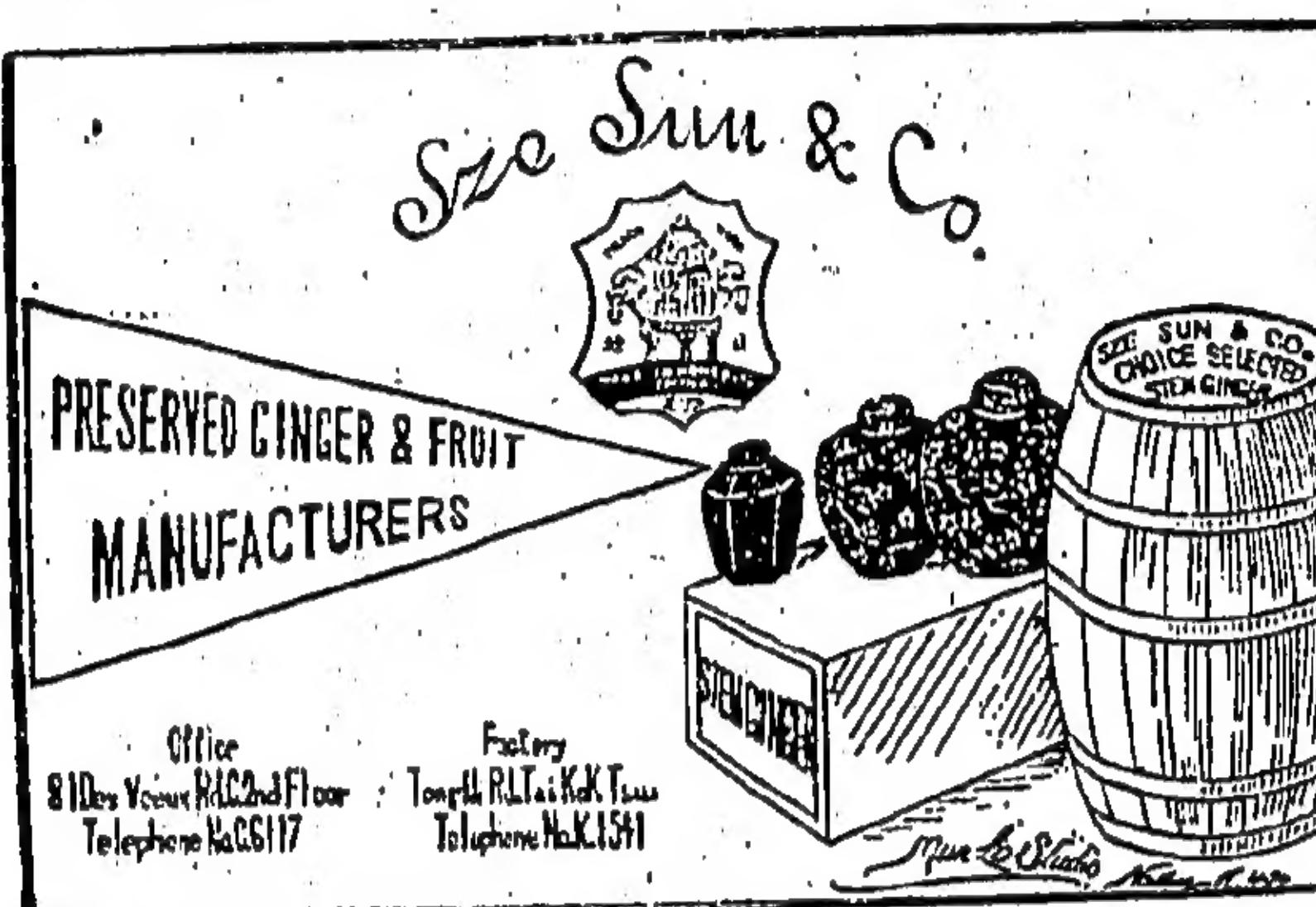
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Hong Kong, Thursday, Aug. 30, 1928.

TESTING THE PEACE PACT.

Now that the excitement occasioned by the signing of the Kellogg peace pact at Paris has subsided, it is interesting to examine the document and what other people are saying about it. It is, in truth, a solemn agreement, and if it is honoured with as much gravity as must have accompanied its compilation, the world should be a safe place in which to live from now till the crack o' doom. The three Articles comprising the pact proper, brief and to the point, have been so put together that it is difficult to imagine any Power objecting in public to them. The first solemnly condemns recourse to war for the solution of international controversies and renounces it as an instrument of national policy. No Power on earth, one would think, could with equal solemnity declare that it did not agree with this sentiment. It is like asking a man if he believes in fair play; whether he does or does not he will most assuredly reply in the affirmative.

This hard-and-fast framing of the initial and most important Article (the others rest on the first one) is responsible for the line that criticism of the pact has taken. Italy, Germany and Russia, we read, are the Powers the Press of which has adversely commented upon the pact and its signing. A Rome journal opines that the agreement will not for long "illumine the pages of history," and will further consolidate America's aloofness from the League of Nations. The German Press, in parts, waxes sarcastic and speaks of "War-Banished for Half-an-Hour," as well as comparing the signing arrangements to

"No Revision." The official reply to the petition drafted by the subordinate staff of the local Government seems to be complete, though it may well be doubted if it will be wholly satisfactory to the petitioners. Probably they will be most interested in the statement made in paragraph 6, where it is pointed out that the Salaries' Commission whose appointment has been recommended to the Secretary of State, "shall have the opportunity of considering salaries scales throughout the service." So far as we can see, in view of what preceded this statement, the matter may now be regarded as definitely settled. Perhaps the petitioners, who have the sympathy of many in their request, may find a certain amount of satisfaction, as members of the "Subordinate Staff," in noting that the Colonial Secretary refers to himself as their "Obedient Servant."

An interim dividend of four per cent for the six months ended June 30 is announced by the H. K. Telephone Co., Ltd.

To-morrow being the birthday of H.M. the Queen of the Netherlands, the Consul-General will be at home at the Chancery, Asiatic Building, from 11 a.m. to noon.

Mr. and Mrs. Eldon Potter, Mr. H. G. Sheldon, Col. R. B. Skinner and Miss Irene Ho Tung were among the passengers leaving here yesterday by the "Empress of

H.M.S. "Cornwall" is due to arrive in Hong Kong from the United Kingdom on Sept. 5.

For not providing sufficient matting in a crate in which a pig was being carried, two Chinese were fined \$2 each and warned.

The flag of the Commander-in-Chief, China Station, was transferred from H.M.S. "Hawkins" to H.M.S. "Ken" at Weihaiwei yesterday.

A man who was in possession of 20 taels of opium at Yuen On wharf was fined \$1,500 or 5 months' imprisonment at the Central Magistracy this morning.

A small boy, named Yuen Kam-wah, accidentally fell down from the first floor of the servants' quarters at Yaumati police station yesterday, and was later admitted into the Kwong Wah Hospital.

To the list of candidates for the Award of Merit of the Royal Life Saving Society should be added that of Gunner H. Say. Gunner Say passed all the tests and has been recommended for the Award.

A woman named Mak Chen, (29), who was found floating in the harbour near Kennedy Town yesterday morning, was rescued by a boatman. She was taken to the Government Civil Hospital.

The next Promenade Concert at Volunteer Headquarters has been arranged for Friday, September 21, when the Band of the 1st Battalion The Queen's Royal Regiment will play (by kind permission of Lieut.-Col. H. C. Ponsonby, D.S.O., M.C., and Officers).

You may remember that on the morning of January 17 last the steamship "San Nam Ho" was attacked by pirates, travelling as passengers, near Kong Moon on the West River. The attack was made with the suddenness usual in such cases, and before any effective resistance was possible the pirates had shot and killed the Chief Officer, Mr. Harry Conway, and two Indian Guards, Sakun Dar and Multara Khan, and had wounded two other Indian Guards. But the pirates met with unexpected resistance from Captain William Hugh Sparke and Mr. Marcelus Francis Houghton, the Master and Chief Engineer respectively of the "San Nam Ho."

Armed with their revolvers, Captain Sparke and Mr. Houghton, at imminent risk to their lives, made a determined counter-attack on the pirates, who numbered some 25 in all. The pirates maintained the contest for about 20 minutes and then, after an ineffectual attempt to set fire to the ship, seem to have thought discretion the better part of valour and jumped overboard in the hopes of making good their escape. The local authorities, however, were by this time on the alert, and with praiseworthy vigour arrested 15 of the pirates, six or seven having already been accounted for by rifle and revolver fire. Of the 15 arrested, 13 are understood to have been subsequently executed.

The prompt action of Captain Sparke and Mr. Houghton thus saved the ship and its crew and cargo from destruction and enabled a gang of dangerous pirates to be effectively disposed of.

Government's Regret.

The Government desires to give public expression to its regret that on the afternoon of August 24, he gave Private Rodgers of the same unit, \$40 to be delivered to his wife at No. 25 married quarters of the Victoria Barracks. Private Rodgers slept for the night in the guard room at Murray Barracks and, while he was asleep, someone stole the money from him.

Mr. E. A. Ford, late of No. 2, Eldon-road, Hampstead, Middlesex, who died on January 16, 1928 at No. 40, Belsize Grove, Hampstead, left estate in Hong Kong to the value of \$12,600, while gross estate outside the Colony amounted to £2,186 15s. 4d. Exemplification of probate has been granted to Mr. M. H. Turner, of Messrs. Deacons, who is the attorney of the widow and a daughter.

The defendant was represented by Mr. Leo d'Almeida.

Corporal Ogden, of B Company, K.O.S.B. at Shamen, reported to the police that on the afternoon of August 24, he gave Private Rodgers of the same unit, \$40 to be delivered to his wife at No. 25 married quarters of the Victoria Barracks. Private Rodgers slept for the night in the guard room at Murray Barracks and, while he was asleep, someone stole the money from him.

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THE TATTOO.

SPLendid programme now ready.

GATHERING OF THE CLANS

A meeting of the Working Committee of the Grand Tattoo was held at Sookumpon on Tuesday evening, when the entire programme was read and explained by Lieut.-Col. J. L. Comyn, C.M.G.

The seats in the various stands were priced by the Committee according to the view obtainable. Half of the seats will be sold at 50 cents and \$1, and no seat will cost more than \$5. Whilst the meeting was in progress, contingents of troops were rehearsing on the ground.

It is understood that the programme was finally fixed as follows:

The Tattoo will be opened each night at 8.30 p.m. by the firing of three guns. Chinese striking of the hour will next be heard and the castle gates will be flung open. Through them will issue the massed buglers of the command who will sound the "First Post." They will be followed by the Drums and Pipes of the 1st Battalion, the Queen's Royal Regiment who will beat the Tattoo. Next the guard of honour will enter and follow them the massed bands and drums of the tournement.

At 8.40 H. E. the Officer Administering the Government (the Hon. Mr. W. T. Southorn, C.M.G.) will arrive and when the Government House party is seated the massed bands will play for 15 minutes.

Gathering Of The Clans.

At 8.55 the first scene entitled "The Gathering of the Clans" will be given. Some details of this have already been given in our columns. It will be performed by the Philharmonic Society, the A.D.C., and the Reel Club, the clamenmen and the pipers being from the 2nd Battalion, the King's Own Scottish Borderers.

Dancing Displays.

At 9.15 on the first night:

A Dancing Display will be given by the 3/5 Punjabis of the Khattak War Dance which should be particularly interesting.

On the second night:—Old English Dances arranged by Miss Daisy O'Keefe. A May-pole dance will be given by the children of the Garrison School, and a Morris dance by the ladies of the Colony.

On the third night:—Highland Dancing display given by the members of the Reel Club, the music will be provided by the pipe band of the K.O.S.B.

Torchlight Evolutions.

At 9.20 each night Torch Light Evolutions will be given by the 1st Battalion, the Queen's Royal Regiment. About 440 N.C.O.'s and men will take part divided into three groups, and music will be provided by the massed bands.

Outposts Of Empire.

At 9.45 each night the second scene of the Scenario will be given, which is entitled "Outposts of the Empire" and which shows the capture of a desert fort. Taking part are the Hong Kong and Singapore Brigade, R.A.; the King's Own Scottish Borderers; the Hong Kong Volunteer Defence Corps (motor cycle and machine gun sections); the Mule Corp.; and the Hong Kong Branch, St. John Ambulance Brigade.

Gala Displays.

At 10.5 there will be various gala displays.

On the first night:—Chinese display, arranged by members of the Chinese Residents of Hong Kong.

On the second night:—Illuminated decorated motor car parade, arranged by the Hong Kong Automobile Association. The massed bands will provide incidental music.

On the third night:—Portuguese Pageant, arranged by the Portuguese community under the patronage of H. E. the Governor of Macao. At 10.20, Japanese fireworks display, arranged by the Japanese residents of the Colony.

The Tattoo is timed to end at 10.30 p.m. on the first two nights and at 10.40 p.m. on the third.

The Bishop of Peterborough (the Right Rev. C. M. Blagden) at Oakham School speech day, said that he thought all grades of society were beginning to relearn the dignity of hard work.

Mr. Alfred Lane Beit, aged 25, heir of Sir Otto Beit, has been recommended as prospective Conservative candidate for South-East St. Pancras.

At Brighton lifeboat station centenary Mr. John Taylor, coxswain for 20 years, who has just resigned, was presented with a cheque for £51.

The Indian Army has decided to introduce three-rank formation on the march instead of the customary two-rank and four-rank.

CINEMA NOTES.

BUSTER KEATON COMEDY AT QUEEN'S.

"STEAMBOAT BILL, JR."

"Steamboat Bill, Jr." is the title of Buster Keaton's latest surprise comedy which comes to the Queen's Theatre to-day as the feature attraction until Saturday. This new production presents the "frozen dead" star as a master of subtle comedy and pantomime as well as the daring, blundering comedian of "College" and "The General." The picture is a story of modern life on the Mississippi River. The humorous side of steamboating predominates, but there are moments when the thrills displace the laughs.

Buster appears as a pampered college boy, who returns to his home town, to assist his burly father, a river steamer captain, whose business affairs are going from bad to worse. The situation is not improved when Keaton falls in love with the daughter of a rival ship-owner. From then onwards the action becomes fast and furious until Buster effects a number of sensational rescues during a terrific tornado filmed with astonishing realism on a large scale. Charles Reisner, for many years associated with Charlie Chaplin's productions and more recently the right hand man of Syd Chaplin, directed "Steamboat Bill, Jr." which has a strong supporting cast including Ernest Torrence, as the burly father, Marion Byron, as the sweet heart, and many others.

"LA BOHEME."

Behind the gay and gorgeous life of Paris, the scenes of "La Boheme" which will be shown at the World Theatre from to-day to Saturday, are laid. The story of the famous opera is generally well known. Rodolphe, a poet, is struck by the beauty of Mimì, a seamstress, both living in the poorer quarters of Paris. A love springs up between the two but circumstances throw the young couple apart. Meanwhile Rodolphe rises to fame and fortune but his loved one, having been deceived by a cynical boulevardier, refuses to return to her lover, whose one sorrow in life is the absence to Mimì. The climax is reached when Mimì, after a life of struggle and hardship, returns to die in the arms of Rodolphe. Lillian Gish and John Gilbert take the leading roles in this big cast which includes Renée Adoree, Ray D'Arey, Karl Dane and many others.

"THE TELEPHONE GIRL."

Crippling drama with a political background, in which a woman's reputation hangs in the balance and a young telephone girl outwits a gang of schemers at a crucial moment, comes to the Star Theatre to-day in "The Telephone Girl," Herbert Brenon's new production which will be screened until Saturday. At the centre of a political maelstrom, a beautiful young telephone operator comes to hold the fate of many men in her hands. An election for governorship is proceeding and one faction has secured details of a past scandal in the life of the rival candidate. They have all the necessary evidence to ruin him except the name of the woman concerned. The climax is reached when the telephone girl, who has all along held the secret of the woman's name, turns the tables in favour of the man she loves. Madge Bellamy, Warner Baxter, Lawrence Gray and May Allison have the featured roles, with Holbrook Blinn leading a large cast of supporting players.

DANCE-MAD GIRL.

STOLE TO PAY FOR LESSONS AT 30s. A TIME.

Thefts amounting to £120 to gratify her love of finery, chocolates, and dancing led to Eva Ball, aged 18, of Smyth Lodge, Heaton Park, Manchester, being bound over at Manchester. She was placed on probation for two years, on condition that she did not attend a dance hall during that period.

The thefts were from her employer, Mr. Isaac Stalberg, a waterproof manufacturer. In addition to going to dances she had paid a professional dancer as much as 30s. a lesson for instruction.

A detective said the girl had become infatuated with a young man and had told him he could have as much money from her as he liked if only he would dance with her. In addition to paying him and other men she had run up bills for chocolates amounting to 15s. a week.

At Christie's, a painting by W. Joy, of H.M.S. "Phoenix," "Roebuck," and "Tartar," going up the Hudson River in 1776, made £567.

More than £37,400 were recently distributed by 30 "walkers" saving clubs at Royton, Lancashire.

CHILD MIND.

TRIALS OF RED-HEADED BOYS.

"DON'T POKE FUN."

Don't poke fun at the red-haired boy.

Don't call little girls "Bobble."

Don't make boys and girls feel greedy when they are willing to eat wholesome food.

These warnings were uttered by speakers at the Summer School of the British Social Hygiene Council at Cambridge.

Admonishing his hearers not to poke fun at the red-haired boy, Dr. H. Crichton Miller said: "We all think red hair a joke, because none of us here has it in any marked degree; but it is not a joke to the owners. They may grow to regard it as a joke when they reach mature years, but the experience in earlier years of having been, on their entry into a school-room or going down the street, the signal for a joke has twisted their whole attitude to the human herd."

"We have all sorts of misapprehensions about the red-haired person, especially the red-haired boy. We think that red hair goes with the choleric temperament, which is a complete misapprehension. It is thought that rebels and adventurers and wild people like that have red hair as a physical symptom of their temperament."

That might be true in a slight degree, but the real fact of the matter was that red hair led to an attitude of self-defence, and the owner might become aggressive trying to compensate himself for what he felt to be an injustice.

Dealing with the attitude of mental defectives towards life, Dr. Miller said: "The mental defective is haunted with the feeling that he is different from others, and his life tends to become one long attempt to prove to himself and others that he really is as good as others or better. The mental defective is always wanting to cheat simply because the feeling that he has thwarted the normal person, and the owner might become aggressive trying to compensate himself for what he felt to be an injustice.

Speaking of the effect of the absence of a sense of personal value, Dr. Miller mentioned a girl who had become beyond the control of her parents. She was the seventh girl in the family, and had always been even more de trop than the others. The complete absence of personal value led her to try to get her own back on life. Then there was 19-year-old "Bobbie," a girl whose mother had wanted a boy and had not hidden that desire. "Mothers who call their little girls Bobbie are calling them something they have no right to do."

Professor Winifred Cullis, speaking on adolescence, said that a girl at that time needed as much food as an adult woman living a very active life, and a boy need as much food as an active man. Grown-ups leading ordinary lives did not require as much food as adolescents. "Do not ever restrict girls and boys when they are willing to eat wholesome food. Do not make them feel they are greedy. When one looks back upon one's early years and thinks of how one wolfed bread-and-butter at that time—well, do not restrict young people."

OLD JAPAN HAND.

MR. J. T. SWIFT DIES IN TOKYO.

The death is reported from Tokyo of Mr. J. T. Swift, a resident in Japan of over forty years standing. Mr. Swift had a street accident over a year ago which, though trifling in itself, led to complications which ended in his death. Mr. Swift was born at Colchester, Connecticut, in 1861, and studied law for a year at Columbia University. He first came to Japan in 1888, says the "Japan Chronicle," and taught at the Meiji Gakuin. Returning to America in the following year to get married, he came back as the first foreign secretary of the International Committee of the Y.M.C.A., which was started in Japan through his efforts. In 1898 Mr. Swift resigned from the Y.M.C.A. and accepted a position in the Tokyo Higher Normal School, being subsequently appointed lecturer on the English language in the literature department of Tokyo University, a post which he held for 25 years. He also held other scholastic appointments. His services to Japan were recognised by the Japanese Government on several occasions.

A detective said the girl had become infatuated with a young man and had told him he could have as much money from her as he liked if only he would dance with her. In addition to paying him and other men she had run up bills for chocolates amounting to 15s. a week.

At Christie's, a painting by W. Joy, of H.M.S. "Phoenix," "Roebuck," and "Tartar," going up the Hudson River in 1776, made £567.

Parson (in whisper to mother whose baby he is about to christen): "How do you spell his name—Anna or Hannah?"

Mother: "I don't know, sir. I ain't no scholar, neither!"

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "Steamboat Bill, Jr."

To-day—World Theatre; "La Bohème."

To-day—Star Theatre; "The Telephone Girl."

Aug. 31—Theatre Royal; Cecilia Hansen, the world's greatest violinist, 9.15 p.m.

September 2—Queen's Theatre; "A Kiss in a Taxi."

September 21—Promenade Concert at Volunteer Headquarters.

Land Sales.

September 3—At P. W. D. Offices, Crown lands at Shamshui po and Prince Edward Rd., Kowloon, 3 p.m.

Lammer's Auction.

September 3—At 6, Chatham Rd., Kowloon, valuable household furniture, 11 a.m.

Meetings.

To-day—Royal Hong Kong Golf Club confirmatory meeting.

To-day—Rugby Football meeting at Union Bldg., Pedder St., 6.30 p.m.

August 31—Forty-first annual meeting of members of the Hong Kong Football Club in Messrs. Jardine, Matheson's board room, 5.30 p.m.

September 2—H.K.V.D.C. No. 2 Platoon Rifle Club meeting at the Peak Range, 9.30 a.m.

September 3—Hong Kong Cricket League annual meeting in the Sanitary Board Room, Post Office Bldg., 5.15 p.m.

September 6—Annual meeting of Mid-levels Residents' Assn. at Ladies' Recreation Club, Peak Rd., 6 p.m.

Sports.

Sept. 6, 7—Soldiers' Club Billiard

Tournament: H.K.V.D.C. v 81st Battery R.A., 6 p.m.

Miscellaneous.

August 31—Netherland Consul General "at home" at the Chancery, Asiatic Bldg., 11 a.m. to noon.

August 31—Hong Kong Amateur Football League entries close on this date.

September 1—Second Moonlight picnic of St. Peter's Y. M. Club.

September 1—Miss V. Capell resumes her Dancing Classes on this date.

September 2—Queen's Theatre; "A Kiss in a Taxi."

September 21—Promenade Concert at Volunteer Headquarters.

Land Sales.

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Sept. 6, 7—Soldiers' Club Billiard

TO OPEN

Remove cap
raise lever
and push
lever down

TO CLOSE

Replace cap
raise lever
and push
lever down

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Efficient and Harmless Remedy for all Female complaints.
On sale at all drugstores.
Liquid or 50 tablets packing.
E. Merck's Agents:
BORNEMANN & CO.
Hong Kong. Canton.

HOLIDAY DRAMA.THINGS SEEN IN EUROPE:
ECHOES & MEMORIES.**THE POLICE MUSEUM.**

[By Edgar Wallace]

Berlin.—If you think in drama you see drama in all the commonplace things of life, because drama is of the commonplace.

There was a shabbily dressed woman in the Pullman going down to Dover who had a little square blue card which she kept in her hand. Pinned to it was a large brooch at which she glanced continuously. She was rather pretty. She had been crying. I saw her at Calais—she was on the Nord Express. She was sitting in a corner of a sleeper, smoking a cigarette, and was reading, with every evidence of amusement, a letter which obviously she had opened on the train. At Brussels she left us. Looking down from my window at the Adlon, which commands a view of Unter den Linden, I saw her driving in a Rolls, magnificently attired. She was with another woman, apparently a maid or some sort of servant.

What did it mean—the brooch, the tears, the change of attire? To me, drama. To somebody else, a very deep sex story.

One of the Berlin newspapers asked me if I would be photographed in the streets with a Berlin policeman. I hate that sort of publicity, but I was obliging. The policeman was a fine specimen of a man. An ex-sergeant-major. Most of the police in Berlin are ex-N.C.O.'s—that is why they are the smartest and most efficient uniformed police in Europe.

You never see an old policeman, because they only serve ten years, when they retire with a gratuity of £250 and new N.C.O.'s take their place.

My policeman and I had a little chat through an interpreter. He guided my hand to a big hole in his shoulder and another in his arm. He was on the French front, Shrapnel. In his leg a few machine-gun bullets. There are scores of London policemen similarly marked.

A detachment of Berlin police is coming to London to study traffic problems—if my policeman is one of these I'm going to get him acquainted with a fellow sufferer. But to me he is drama—there is a story in him and a play in him.

ECHOES AND MEMORIES.

Out on Wansee you pass the estate of Prince Leopold, a brother of the ex-Emperor. Leopold does not come to Germany. When the revolution came he hoisted the red flag. He designed to play Philippe Egalite, though the fate of that copper-faced philanderer with revolution might well have been a lesson to him. The Grand Duke Cyril did the same sort of thing in the days when Kerenky was sneaking into the shoes of Lvov—affixing red bows to his bosom and voluntarily discarding his shoulder-straps. And here is the fine estate of Leopold, with its byzantine towers, but without Leopold.

The drama in that is the association between the three princes who sought a cheap popularity with the mob and had in exchange the worst kind of "pant-kik."

And here's the Garrison Church at Potsdam, scaffold poles about it and its pavements worn by the feet of soldiers who will march no more. Here on Sunday mornings came the Emperor from Sans Souci to pray. And before its doors the memorial to the dead of his guard. Steel-helmeted 1916, laurel-crowned, shakes hands with the soldier of Frederick the Great whose medallion head looks down upon the tender anachronism. Potsdam with its handful of soldiers is a desert of a place, and the great barracks ring hollowly to the tread.

In Berlin came very excellent comedy. There came to my sitting-room a smart young man with many golden teeth. Under his arm a portfolio. He had an air of importance—he was indeed a Freiherr von und zu.

At the time I was expecting a messenger from the Foreign Office to conduct me to the opening of the Reichstag.

We bowed—he effectively. As for me, I wear rubber heels which refuse to click. "We would ask you if you have seen our criminal museum," said he.

I said I had not. Had I been invited? He was annoyed and pained. Such carelessness on the part of the Police President! Would I come with him? I fixed an hour and we journeyed to Police Headquarters.

THE POLICE MUSEUM.

Everybody was most charming. The Vice-President received me—a dark, good-looking gentleman. The chief of the criminal police, who looked like an English constable, was most courteous. The Commissioner of

SMALLPOX CASES.

IN ENGLAND DURING PAST DECADE.

LARGE INCREASE.

While smallpox has increased in Great Britain during the last ten years, there has been a remarkable decrease in other European countries, according to a report issued by the Health Organisation of the League of Nations.

It is stated that in 1927 there were 14,931 cases in Great Britain, as compared with only 6,841 cases in the rest of Europe. No cases at all were reported from Switzerland, while Bulgaria, Czechoslovakia, Denmark, Hungary, Lithuania and Roumania have been freed from the disease in the early part of this year. In Russia the number of cases dropped from 186,755 in 1919 to 16,547 in 1926.

In many countries the system of notification is not so efficient as that in Great Britain and this, to a certain extent, may account for the small number of cases reported. It is noteworthy, however, that vaccination is compulsory in almost every country in Europe.

"Uncanness."

In England, where the incidence of the disease has mounted steadily since 1917, when only seven cases were reported, the situation is causing considerable uneasiness.

The Ministry of Health official told a "Morning Post" representative that the mild form of the disease that has been prevalent recently has brought a falling-off in the practice of vaccination. At the present time, he said, only 40 per cent. of the babies born are being vaccinated.

A novel feature of recent epidemics, too, has been the heavy incidence in casual wards—a fact that may have played no little part in the spreading of the disease.

It is possible that some reinforcement to the present compulsory powers of vaccination in Britain will be recommended by the Department Committee set up by the Ministry of Health in 1926 to consider this subject.

BETS TAX EVASION.**BOOKMAKERS FINED £974.**

Fines ranging from £5 and five guineas costs to £152 and twenty guineas costs, and amounting in all to £974, with 216 guineas costs, were imposed by the Leeds Stipendiary magistrate on thirty-four bookmakers, who were summoned for offences relating to the betting tax.

The proceedings arose out of visits paid by Customs and Excise officials to the Leeds Greyhound racing track.

Mr. Walter Hedley, K.C., for the Customs and Excise, said: "Notorious evasions of the tax have caused grave anxiety at the Treasury."

In imposing the fines, the stipendiary remarked, "You embarked upon a very systematic and deliberate scheme for defrauding the Revenue. You might have stood in another court on a much graver charge than this, which would have involved a lengthy term of imprisonment. I do not intend to disqualify you, because I realise that the great proportion of you depend upon betting for your livelihood."

Police personally conducted me through the museum.

An interesting place—very melodramatic. The walls covered with the photographs of half-wits—the psychology of which I am something of an authority. The "murderers by imitation" were particularly interesting. One felt that, in happier circumstances and without their homicidal urges, they might have been copying a great critic and saying that I could not write love scenes.

Here is the wax mask of a man taken after his head had been struck from his body by the executioner's axe. He is smiling as at some quiet joke. He, too, may have recovered his sense of humour at a moment when such a recovery was of the greatest assistance. Criminals have that sense but rarely.

My interesting cicerone was waiting for me at the end.

"Yes, I wanted you to see our criminal museum—I am very proud of it as a citizen of Berlin. What am I? Oh, I am a criminal I have just done six years."

He would not take money from his staggered companion.

I will say this for the police that, true to their traditions, they did not betray him—but understand that when he called a taxi and drove me back to my hotel, two detectives followed to see that I did not get into trouble." "Morning Post."

JUDGE & OFFICER.

SHARP REPROOF FROM THE BENCH.

SPOKE TO THE JURY.

During the hearing in the King's Bench Division of a claim for damages for injuries received by reason of a defective cab door the jury, by direction of Mr. Justice Humphreys, inspected the cab. On their return into Court his Lordship inquired who was the person who accompanied them, states the "Morning Post."

Counsel said that Inspector Docwra, of the Carriage Licensing Department did so.

Addressing the Inspector, Mr. Justice Humphreys said: Were you present in Court when I gave instructions that persons accompanying the jury must not speak to the jury at all?

Inspector Docwra—I had no interest.

Did you get into this cab with three members of the jury and discuss the question of the cab or the mechanism of the lock?—Yes, I explained the mechanism of the lock to them.

"Why did you disobey my express orders?" asked the Judge.

Inspector Docwra—I had no intention of doing so. I did so for the sole reason of assisting the jury in arriving at an explanation as to how the door could be on full lock or part lock.

Mr. Justice Humphreys—in other words, you were trying to assist the jury to arrive at a verdict on a statement not made in open court. Don't you know, as an inspector of police, that the jury have to decide questions upon statements on oath and not upon things said to them privately?

Inspector Docwra later gave evidence for the defence, and at the conclusion of his summing up Mr. Justice Humphreys said to him:

"I know something of your record in the police force. I believe that it was entirely an act of stupidity on your part when you discussed this matter with the jury, and that you did not intend to disobey any orders or to influence the jury in any way improperly."

"Extremely Unwise."

"Having said this I do not propose to take any action in the matter, but I hope that for the credit of yourself and the force to which you belong, you will not do such an extremely unwise thing again."

It was claimed on behalf of the plaintiff, a visitor to London, that when she had entered the cab one of the doors flew open with the result that she fell out and received severe concussion. She alleged that the driver-owner was negligent in not seeing that the door was securely shut.

The jury returned a verdict in her favour and awarded her £350 damages. They also awarded her husband £160 for special expenses to which he had been put through her illness.

Judgment was entered accordingly.

COMMON FIRES.**CARELESS VISITORS CAUSE DESTRUCTION.**

During discussion on common fires at Churt by the Farnham Rural Council, it was stated that the lord of the manor had transferred his interest in the common to the Commons Preservation Society, and the Council passed a resolution that representations should be made to the society with a view to the appointment of a caretaker, who should collect fees from motorists parking on the common in order that a fund might be available for guarding it.

Carelessness on the part of visitors, which, in his opinion, amounted to criminal negligence, was stated by Mr. W. W. Schimper, K.C., to be responsible for the fires. It was not true, he added, that the fires were caused by broken glass: During the week he was driving past Frensham, and saw three men light a fire on the common by the roadside to boil a kettle.

He had the fire put out and used language to them that was unprintable.

The state of the common was dreadful, he continued. Visitors left not only litter, but putrefying matter, and it was not poor people who left champagne bottles about or threw them into the pond.

The larger the motor-car that brought people to the common, the greater the amount of litter.

The state of the common was dreadful, he continued. Visitors left not only litter, but putrefying

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Sport Columns
HOME SOCCER.

NEWCASTLE WHACKED AT HOME.

YESTERDAY'S RESULTS.

Division I.
Arsenal 1, Derby County 3.
Everton 0, Sheffield W. O.
Newcastle 2, Burnley 7.
Sunderland 3, Blackburn R. 1.
Division III (S).
Gillingham 1, Torquay 1.
Plymouth 3, Swindon 0.
Division III (N).
Wigan 1, Halifax 1.

—Reuter.

LOCAL SOCCER.**GARRISON LEAGUE READY TO START.**

The Hong Kong Garrison Football League will commence its fixtures on Monday, September 3. The following are the fixtures for next week:

Monday, 3rd: 12th H. Bty., R.A. v. H.Q. Wing, 2nd Bn., K.O.S.B. Referee: L/Cpl. Shead, 1st Bn., Queen's R.R.

Wednesday, 5th: H.Q. Wing, 1st Bn., Queen's R. Regt. v. R.A.M.C. Referee: B.Q.M.S. Hutchins, R.A.

Friday, 7th: M.G. Coy, 1st Bn., K.O.S.B. v. M.G. Coy, 1st Bn., Queen's R.R. Referee: Gunner Kinsella, R.A.

All matches are at the Chatham road, Kowloon, Ground. Kick-off at 4.30 p.m.

CORRESPONDENCE.**ACKNOWLEDGMENT.**

(To the Editor of the "China Mail.")

Sir—I am directed to request you to give publicity of the enclosed copy of farewell letter from the East China Baseball Team in your esteemed paper on the eve of their departure from Hong Kong on the 29th Inst. and oblige.

Yours, etc.,

K. WONG.

O. W. Luke, Esq.,
The Chairman, South China
Athletic Assn.,
Hong Kong.

Dear Mr. Luke:

On behalf of the East China Baseball Team, I am directed to thank you most heartily for your kind hospitality and successful entertainments shown towards us during our stay in Hong Kong. We feel that you have been an exceedingly excellent host, lavishing on us your many kindnesses which have made us feel that this has been a very happy and enjoyable trip. We cannot thank you enough for what you have done for us and we dare not promise you what we cannot fulfil in our present mood of grateful appreciation. We only hope that we may have the opportunity of repaying to some extent your kind treatment to your Dragon Baseball Team when they visit us in Shanghai next summer.

We have learned many things in Hong Kong, one of which is your wonderful organisation of the Junior League. Your keen interest of developing the Chinese youths to be future baseball "stars" of China is an example worthy of admiration and we take back with us your idea of organising baseball teams among the young people in Shanghai. We think that it would not be amiss to say that your Association is the father of baseball in China, and will be the recognised authority on baseball therein.

We wish to express again our sincerest thanks for the successful ending of your difficult task in making our sojourn here a most pleasurable and memorable one.

Cordially yours,

(Sgd.) W. Y. CHAR,

Captain,

East China Baseball Team.

GOLF.**THE HANDICAP PLAYER'S COMPENSATIONS.**

[By Harry Vardon.]

Which is better—to be a hopeful handicap player at golf, or a full-fledged scratch man?

At first blush, this may seem an absurdly easy question to answer. What is it that every golfer seeks to be? Even is it like asking a person whether he would rather be a millionaire or a merely ordinary mortal? Nobody would expect to get full marks if he plumped for the merely ordinary mortal. And yet I have heard of a sugar-planting millionaire who cannot sleep nights unless his attendants prop him upright in an armchair, and of the richest man in the world who always exceeds the legal five minutes in searching for a lost golf ball, and goes home full of gloom if he cannot find it.

Similarly, I know plus and scratch golfers who are unhappy. Sometimes their driving is not exactly as it should be. Or every now and again they are socketing a mashie shot; it is disturbing.

From the psychological point of view, the main difference between the bad player and the good player seems often to be that the bad player goes home deliriously happy if he has hit three good drives, and the good player goes home worried if he has hit three bad ones.

I wonder sometimes whether there is anybody quite so lucky as the duffer on the links. If famous golfers could enter completely into dufferdom for a week, they might be immensely interested. They are as retired millionaires; they know comparatively little of the doubt, hope, expectancy, apprehension, and other influences that help to make life exciting to ordinary individuals.

I once saw a famous player slice his drive over the railway wall at the sixteenth hole at St. Andrews in the semi-final of an amateur championship. There was as much amazement as one would expect if the Prime Minister suddenly stood on his head in the House of Commons. And yet why should not a famous player slice a drive terribly and finish on the railway track?

It is unfortunate that, in first-class tournaments, the dullness of seeing people perpetually addressing the ball on the teeing ground and hitting it down the middle of the course becomes oppressive. It seems absurd that they should be bothered with such a formality. It would be just as reasonable for a champion swimmer to be tipped out of a boat in a small pond, and for the spectators to be asked to find a thrill in the thought that he might be drowned.

SYMPATHY.

Uncertainty is the salt of life, and it is the fact that the duffers at golf have such a lot of it that makes them so lucky. They never know what is coming next. There are people who think that the state of dufferdom is unhappy—like rheumatism or insomnia, which is often advanced as its cause.

It would be a great good thing for the golfing world to realise that the individual who executes a lot of bad shots taps the sweetest pleasures of the game in his occasional good ones.

It is perhaps time that he soared into the seventh heaven of delight about his condition, and, in a delicate and decorous manner, proffered his sincere sympathy to the people who seem to be physically and mentally incapable of playing a really bad round.

Assuming that we have now goaded the humble handicap golfer into a state of satisfaction, let us proceed to ram home very sharp points for the enlightenment of plus or scratch men. The player who wins scratch medals in the ordinary way, and breaks the record for the course when he feels that he simply must do something new, is often of the type who makes his way from the last green with sadness written upon his countenance.

He is worried. His caddie, wrapped in that impenetrable gloom

MONEY & SHARES.**TO-DAY'S QUOTATIONS.**

On London—
Bank, wire 2/-
Bank, on demand 2/- 1/16
Bank, 80 days' sight 2/- 1/4
Bank, 4 months' sight 2/- 1/4
Credits, 4 months' sight 2/1 1/2
Documentary 4 months' sight 2/1 1/2

On Paris—
On demand 124/2
Credits, 4 months' sight 1317/2

On Berlin—
On New York—
On demand 48%

Credits, 60 days' sight 50/4
On Bombay—
Wire 183/4

On Calcutta—
Wire 183/4

On demand 183/4

On Singapore—
On demand 86%

On Manila—
On demand 97%

On Shanghai—
On demand 76/2

30 days' sight (private paper) 76/2

On Yokohama—
On demand 107/2

Gold Leaf, 100 fine (per tael) 9.65

Sovereigns' (Bank's buying rate) 9.65

Silver (per oz.) 26%

Bar Silver in Hong Kong 4 1/2% prem.

Chinese Copper Cash nom.

Chinese Copper Cents 6% prem.

Rate of Native Interest 7% p.a.

Chinese Sub. Coin 30 1/2% dis.

Hong Kong Sub. Coin Par.

London Exchanges.

Paris 124.25

New York 4.85 9/32

Brussels 34.90

Geneva 25.20

Amsterdam 12.10%

Milan 92.55

Berlin 20.36

Stockholm 18.18

Copenhagen 18.19

Oslo 18.19

Vienna 34.425

Prague 163/4

Helsingfors 192/4

Madrid 29.205

Lisbon 2 7/32

Athens 375

Bucharest 795/2

Rio 5 29/32

Buenos Aires 47/4

Bombay 1/5 31/32

Shanghai 2/7 1/2

Hong Kong 2/0

Yokohama 1/10.9/32

Silver Spot 26%

Silver Forward 27 1/16

—British Wireless Service.

London, Tuesday.

Paris 124.25

New York 4.85 9/32

Brussels 34.90

Geneva 25.20

Amsterdam 12.10%

Milan 92.55

Berlin 20.36

Stockholm 18.18

Copenhagen 18.19

Oslo 18.19

Vienna 34.425

Prague 163/4

Helsingfors 192/4

Madrid 29.205

Lisbon 2 7/32

Athens 375

Bucharest 795/2

Rio 5 29/32

Buenos Aires 47/4

Bombay 1/5 31/32

Shanghai 2/7 1/2

Hong Kong 2/0

Yokohama 1/10.9/32

Silver Spot 26%

Silver Forward 27 1/16

—British Wireless Service.

THE SHARE MARKET.

Stock Hong Kong Stock Exchange.

T.T. on London 2/-

T.T. on Shanghai 76/4

Banks Hongkong Bank \$1285

do. Lon. Beg. \$1188

Chartered Bank 221/4

Mercantile A. & B. 236

do. C. 214/4

P. & O. Bank 234/4

Bank of East Asia 277

Hongkong 25/4

Canton Insurance 2665

Union Insurance 2363 b 305

North China Insurance 7146

Yankee Insurance 1160

China Underwriters 1255

China Fire Insurance 250

H.K. Fire Insurance 770

Shipping.

Douglas 288/4

H.K. Steamboats 228

H.K. Tugs & Lighters 22

Indo-Chinas (Pref.) 228

do. (Del.) 72/4

Shell Transports 110/4

Water-boats 220/4

Mining.

Bengtze 215

Kallan Mining Ad. 25

WORLD NEWS IN PICTURES.

Talks to Scientists.



Sir James Irvine, principal of St. Andrew's University of Scotland, and authority on methylated sugars and carbohydrates in general, who addressed the opening sessions of the American Chemical Society Institute at Evanston.

"Now Lean on the Old Apple!"



Here is Bill Sherdel, star southpaw of the St. Louis Cardinals, telling his five-year-old son, Junie, how to hit the ball. The younger Sherdel says he's going to be a pitcher just like his dad.

He Tried to Capture Paris.



The ex-Crown Prince Frederick Wilhelm of Germany once led an army and tried to capture Paris, but now he's content to motor about the countryside near his home at Oels. With him in the picture is his wife, the Princess Cecile.

To Represent U.S.

Latest Portraits of Obregon.



E. B. Stouffer, dean of the University of Kansas Graduate School and a professor of mathematics at the college, who will represent the United States at the International Mathematical Congress in Bologna, Italy.

Comes Out for Al.



This photograph of the martyred president-elect of Mexico was taken only shortly before his death and following the demonstration which greeted his arrival in the capital from his ranch home in northern Sonora.



FREDERICTON—CAPITAL OF NEW BRUNSWICK—CANADA

This Province with three others formed the Confederation in 1867. A land of great forests, beautiful farms, rich in agriculture.

William H. Woodin, president of the American Car and Foundry Co., and the American Locomotive Co., formerly an old-line Republican; has announced he will support Governor Alfred E. Smith for president.

Cleans Up Plotters.



One of the latest pictures of President Plutarco Elias Calles of Mexico, who, following the assassination of President-elect Alvaro Obregon, massed the federal army and rural units to run down anti-Obregon plotters.

Official Photos of Nominees.



Above are the official photos of Herbert Hoover, candidate for the presidency on the Republican ticket (right), and Senator Charles Curtis, his running mate. They were designed for poster and newspaper reproduction.

Latest Mode in Pyjamas for Milady.



There is a note of grace and femininity that carries the latest Parisian impression in these smart pyjamas shown at one of the recent fashion exhibits. On the left is the "Lido" pyjama suit of crepe de chine and tussore in green, black and white. On the right is the "Twilight" suit of blue and white printed georgette, with harmonizing dark blue and white flowers.

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JULY-DECEMBER, 1928.

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- Kowloon-28 "Knutsford Terrace" Private Hotel, 1, Knutsford Terrace.
- Central-29 Mackintosh & Co., Ltd., Alexandra Bldg.
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THE MOTORISTS' PAGE

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PRENTONITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

KNIGHT CARS.LUXURY SIX AT A
FAIR PRICE

QUALITY FIRST.

A new line of six cylinder motor cars, designed as companion cars to the Stearns-Knight de luxe eights which created such unusual comment at all the American motor shows early this year, was recently announced by the manufacturers in Cleveland, Ohio, U.S.A.

The series 80 line materially strengthens the Stearns-Knight position in the quality car field, providing that company coverage in a new price range from \$2,495 to \$2,945, f.o.b. factory.

The new cars are characterised by bodies of ultra modern design, a decidedly custom built effect being imparted to the general design by the use of a full rounded upper back, curved roof sides and deep, full crown fenders. This mark of style and quality is enhanced by a narrow radiator and by the employment of large nickelated headlights with smaller sidelights mounted in nickel brackets which extend through the body to give maximum rigidity. The new Stearns-Knight Six has been developed along the general design of the eight-cylinder model in its external appearance, and is characterised by long low lines.

Six body styles are included in this group of lower priced quality cars, these being a cab roadster, a close-coupled sedan, a 5-passenger coupe, a 5-passenger sedan, a 7-passenger sedan, and a 7-passenger limousine. The limousine is equipped with a glass partition between the driver's seat and the rear compartment.

Roominess.

Two chassis types are supplied for the new car, one with a wheelbase of 126 inches for the cab roadster, close-coupled sedan and 5-passenger sedan, and one with a wheelbase of 134 inches for the other three models.

The six body styles are offered in five distinctive colour variations with three combinations of upholstery of the finest broad cloth to match, thus providing a wide range to satisfy individual preference.

Interiors.

Interiors are marked by unusual roominess with appointments in keeping with the quality tone of the car throughout.

The interior compartments are lighted by a centre dome light and two auxiliary lights in the rear corners. An automatic door switch provides a safety foot light when the rear doors are opened. Toggle grips at each side, as well as comfortable padded arm-rests are other features of the new six cylinder models. Concealed pockets are provided in the rear doors. Smoking and vanity sets are provided in the same smart patterns of dull silver as the other interior hardware, and wood paneling is of classic walnut.

The instruments on the decorative dash panel are conveniently grouped. Spark and gas throttle are in the centre of the steering wheel, and the headlights are controlled by means of a switch located on an extension arm of the steering column at the finger tips of the driver. The horn button is also located on the extension arm with the horn in front of the radiator at the lower left side.

70 H.P.

The Stearns-Knight Six, which has established a new low price range for luxury cars, is powered by a Stearns-Knight sleeve valve engine which incorporates the most recent advancement in this type of engine. It develops a maximum of 70 horsepower and is capable of a sustained speed of 70 miles an hour. In power accomplishments it has shown outstanding ability to mount the steepest grades in high gear. It is this type of engine that has gained a world-wide reputation for power, speed, smoothness of operation, economy and longer life.

The new Stearns-Knight Six is now in steady production, and plans are being made to steadily increase the output by building schedules at the Cleveland factory to meet the anticipated demand from the field.

SHACKLES.STUDEBAKER BALL
SPRINGS.

DEALER'S STATEMENT.

The adoption of ball bearing spring shackles for the new line of champion motor cars announced by Studebaker is an added demonstration of Studebaker's engineering leadership, according to Mr. Parsons, local Studebaker-Erskine dealer, of the Hong Kong Hotel Garage. These shackles are exclusively to Studebaker cars. Studebaker's new ball bearing spring shackles provide greater riding comfort, eliminate squeaks, rattles and adjustments and require inspection only at 20,000-mile intervals when lubricant may be added if necessary.

"Before Studebaker engineers approved ball bearing spring shackles," said Mr. Parsons, "they were tested in more than 177,000 miles of driving on Studebaker's 800-acre Proving Ground and over U.S. trans-Continental roads, tests more stringent than would ever be encountered in normal use.

"There was not one single bearing failure during these tests, and when they were completed, the shackles were functioning as quietly and as smoothly as the day they were put on the cars. Although some of the individual cars had accumulated a total of more than 35,000 miles, inspection revealed that no addition of lubricant was necessary.

"Such tests proved the value of the ball bearing shackle beyond all doubt. Accordingly Studebaker engineers approved them as standard equipment on all Studebaker President, Commander and Director models. Coupled with deep, luxurious upholstery and hydraulic shock absorbers which are standard, these shackles give an unexcelled degree of riding comfort.

"The average motor car owner, while conscious of the presence of spring shackles on his car, knows little about them. Spring shackles provide a flexible connection between the spring and the frame, and are subject to a constant back and forth motion caused by springs flexing. If their action isn't free and smooth, springs cannot cushion road depressions properly—and what is worse, rattle and squeaks and expense of adjustments follow."

SIX WHEELS.

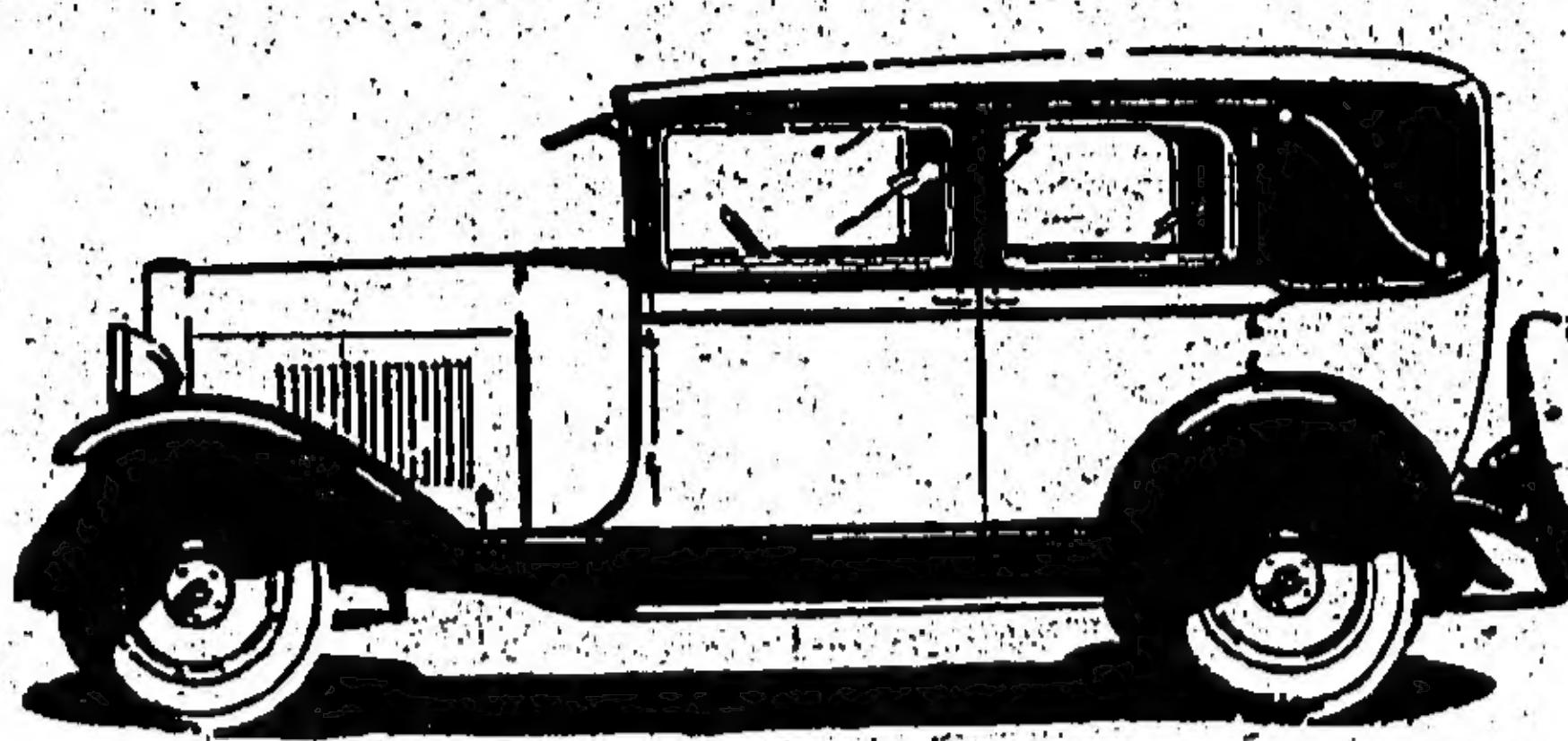
SOLUTION OF TRANSPORT PROBLEMS.

It is fully recognised that there are in many parts of the world large areas of great potential productivity where land is of nominal value only because of the lack of suitable transport. Both railways and roads have their limitations, whether imposed by economic or other conditions, and require the investment of a large amount of capital which demands a return within a reasonable period. The obvious alternative lies in the use of mechanical transport designed and built especially for primitive and unbroken tracts. Thus, the development of vast areas of country depends to a very large extent upon the introduction of suitable motor transport.

The Morris-Commercial six-wheeled chassis offers an excellent solution to problems of transport across rough and undeveloped country. In the first place, its initial cost is low, while the construction peculiar to this particular vehicle is such that the proper maintenance of the machine calls for but little more attention than the ordinary 4-wheeled type of commercial vehicle.

As to performance, the machine has been bought and thoroughly tested by the British Admiralty, War Office, Royal Air Force, and India Office, with very satisfactory results. Overseas it is being employed in places as far apart as Australia, Persia, China, Africa, Patagonia, and Finland. In the various parts of the African continent alone it is already in use in Gold Coast Colony, Nigeria, Kenya, Uganda, Tanganyika, Nyasaland, The Sudan, Rhodesia, Portuguese East and West Africa, and the Union of South Africa.

There are finally two models of the Morris-Commercial six-wheeled chassis, how on the market, the 1-ton model, and a 2-ton model. In the case of the former, the maximum body length is 15 ft. and width 7 ft. 4 in. 12 ft. 6 in.

AN OUTSTANDING MOTOR CAR

Everyone is talking of the wonderful appearance of the new Oldsmobile Six. Its lines are typical of the latest trend in automobile smartness. One of the outstanding cars of 1928, it has been the subject of widespread praise and admiration.

You will be proud to ride in this fine-appearing car. The appointments have been selected with feminine expertness.

The smart voguish beauty of the new Oldsmobile marks it as one of the outstanding style leaders of the year.

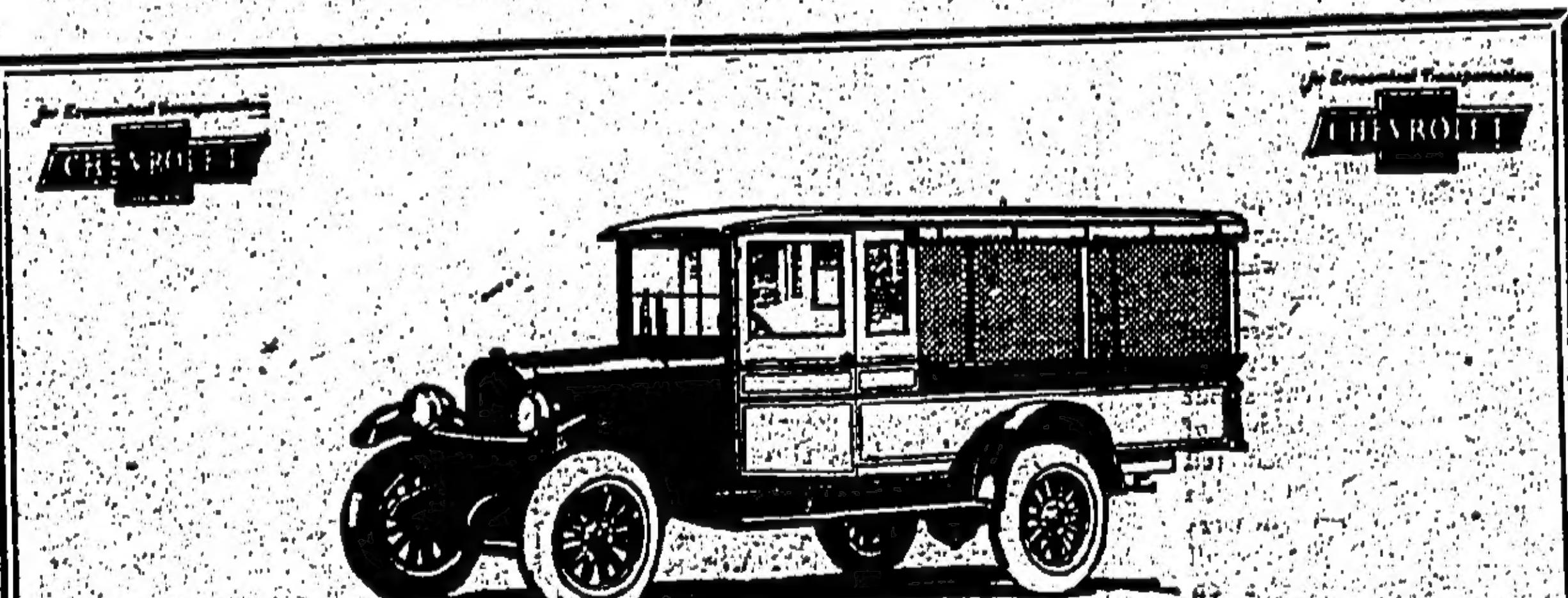
Experience the pride of possession that comes from owning a car everyone stops to examine. Come and see these beautiful cars to-day.

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Touring	M\$2,500.00
Roadster	M\$2,500.00
Sedan (2-door)	M\$2,600.00
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A FINE CAR OF LOW COST.**HONG KONG DELIVERED PRICES.****SERIES A. B. "NATIONAL"**

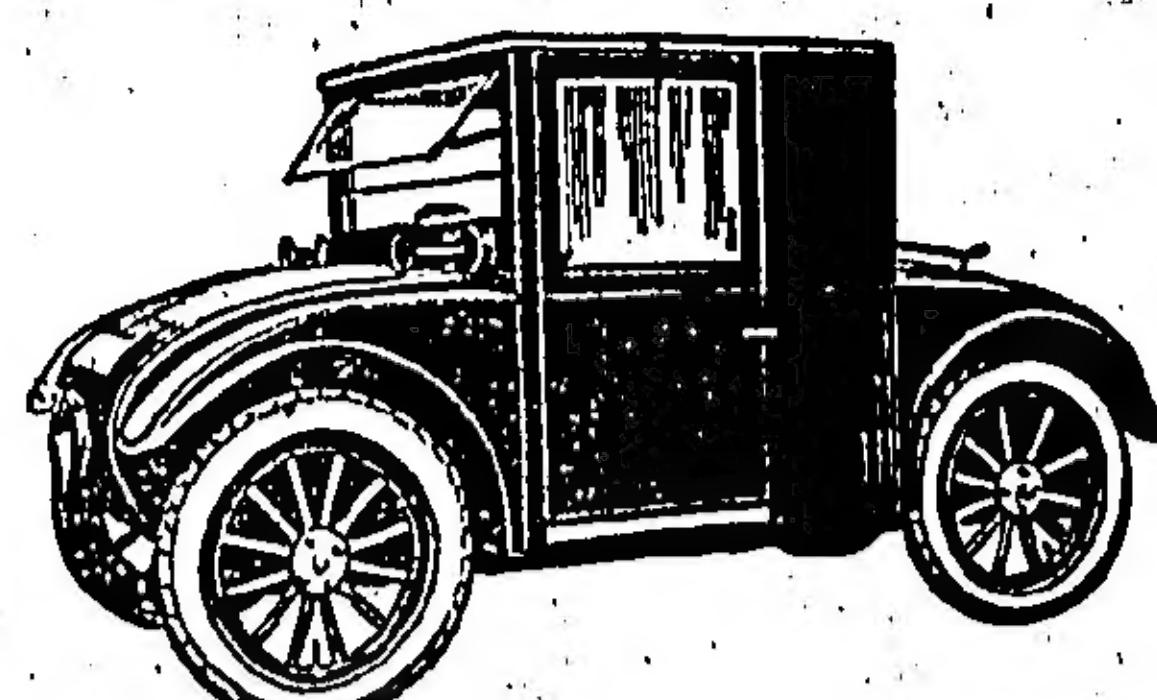
R.H.C. Horse Power Rating 21.7	Brake Horse Power 35 at 2200 Revolutions	PACKING	NETT CASH
PISTON Displacement 170.9 Cu. In.	Wheelbase 107 inches	DELIVERY	HONG KONG
NETT WEIGHT	F.O.B. FACTORY	NETT	G\$ 580
2100 "	495	56	770
2160 "	495	56	770
2430 "	595	45	900
2305 "	595	45	910
2340 "	695	45	980
2505 "	675	45	1020
2475 "	715	45	1020

Hong Kong Price includes spare rim Tyre & Tube, Right Hand Drive.
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Hong Kong Price includes spare rim Tyre & Tube, Bumper, Bulb Horn, Right Hand Drive.
Hong Kong Price includes spare rim Tyre and tube and a tonneau.

SERIES L. O. "CAPITOL"**B.R.A.C. Horse Power Rating 21.7****PISTON Displacement 170.9 Cu. In.****Wheelbase 124 inches****Cylinder 1 Ton****2180 lbs. G\$495****G\$440****G\$416****G\$396****G\$376****G\$356****G\$336****G\$316****G\$296****G\$276**

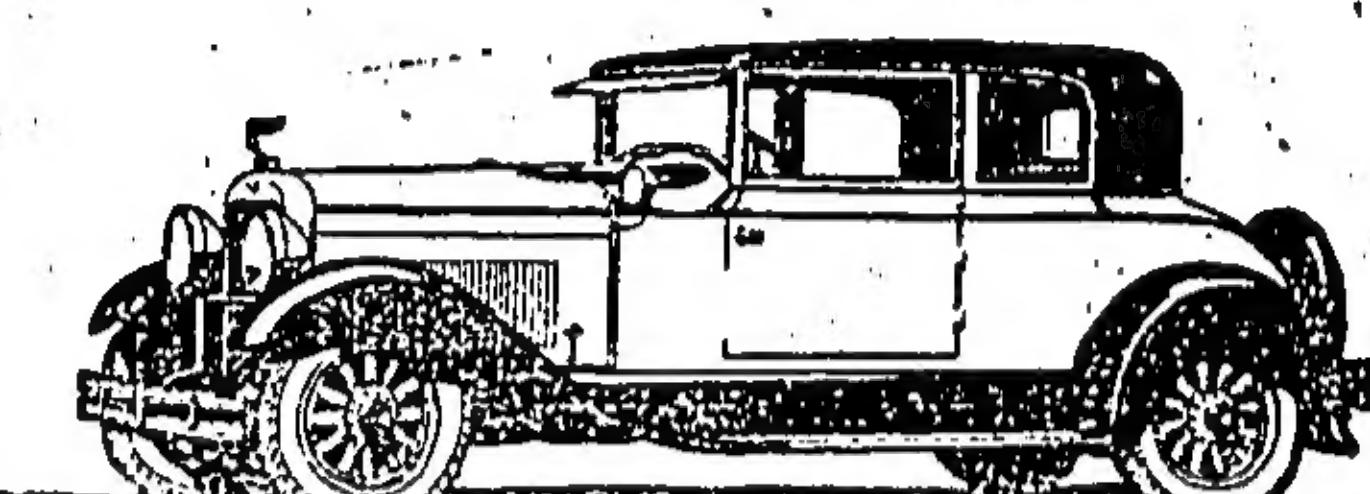
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RUNS 60 MILES TO THE GALLON.



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1928



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CARS IN FRANCE.

NATIVES OWN MORE AUTOMOBILES.

TRUST COMPANY REPORTS.

While in 1920 only one out of 164 inhabitants of France owned a motor car, at the end of 1926, according to an estimate given by Andre Hichelin in the "Echo de Paris" and transmitted to the Bankers' Trust Company of New York by its French information service, there was one motor car for every forty-three inhabitants.

The rapid growth of this French industry may be seen from figures compiled by the French Press for the twenty-first annual automobile salon lately held in Paris.

The number of cars in use on which taxes were paid in 1894 amounted to 200 only, and rose successively to 17,107 in 1904, 107,538 in 1914, 581,200 in 1924, 725,700 in 1925, 836,500 in 1926 and 891,000 in 1927. To this, about 100,000 more cars, either army property or machines not yet delivered to buyers should be added, on which no taxes had been paid.

OVERHEAD CAMSHAFT ENGINES.

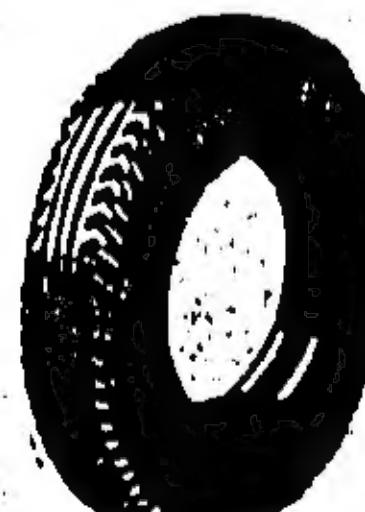
The fact that the new Morris Minor is to be fitted with an overhead camshaft engine is a proof of the march of progress in petrol engine design. There is no doubt that the overhead camshaft engine is ideal for the small utility car, and it is only natural that Mr. Morris should realize it.

He is not, however, by any means the first manufacturer to do so, for as far back as 1926 Mr. W. E. Bullock, of the Singer Company, decided that an engine of this type was most suitable for the Singer Junior car which he launched at the Motor Show of that year.

The chief advantages of the O.H.C. engine are that it allows for a reduction in the number of moving parts and—more important still—for a reduction in the amount of moving weight. Its main difficulty is in connection with its transmission. This, in the Singer Junior, is effected in what is probably the most efficient, most silent and most simple way—a silent chain with a special chain tensioning device. An added advantage of this system is that the camshaft sprocket can be detached from the shaft in a minute, with the chain left in position. The cylinder head can then be removed in the usual way for decommissioning or other purposes.

CAUSE FOR JARS.

Faulty ignition causes jarring and jarring causes other bad conditions.



Sole Agents:

A. LUNG & CO.
SHOW ROOM:
19, Queen's Road C.
Tel. C. 1219.

"OAKLAND"
THE
SMARTEST CAR
ON THE ROAD.

L. C. LTD.

COMMERCIAL CARS.

IMPORT DUTY IN BRITAIN.

[By G. M. Young, Director of the Albion Motor Co.]

A duty of 83 1/3 per cent. was placed on all imports of commercial and public service vehicles on May 1, 1926, largely owing to the efforts of the Association of British Motor Manufacturers. Before that private cars were subject to an import duty and Customs officials admittedly found it almost impossible to discriminate between private cars and commercial vehicles, more particularly in regard to replacement parts.

In the case of the light van chassis as imported from America, the private car and commercial vehicle chassis parts are in many respects identical, and it was found to be quite impossible to keep track of such parts on which a return of duty had been made, and undoubtedly there was considerable evasion of the private car duty prior to May, 1926.

It will be seen, therefore, that if a duty on private cars is thought to be necessary or desirable, it automatically follows that a duty must also be placed on commercial and public service vehicles from the point of view of Customs and Excise administration. There is no doubt that the import duty has stimulated the production of commercial vehicles, and this can be seen from the estimated production for the following years of commercial vehicles:

1924	26,532 vehicles
1925	32,000 vehicles
1926	41,500 vehicles
1927	52,000 vehicles

HEAVY STOCKS.

After the war the commercial vehicle industry suffered severely owing to the fact that Britain became the dumping ground for thousands of lorries belonging not only to the British army but to all Allied armies. The industry, in fact, was brought almost to a complete standstill as the result of this policy. It is not worth while re-opening the question of the Slough agreement, but it is within the memory of all readers that a contract was entered into with the Slough Trading Co. under which the whole of the motor vehicles, spare parts and tyres owned by the British army, not only in Britain but in all theatres of war, were acquired for a sum which enabled this company to sell these vehicles at extremely low prices.

The result was that commercial vehicle manufacturers were unable to sell the output of their factories, and accumulated in nearly all cases very heavy stocks, ultimately having to face serious losses. The effect of this agreement and further foreign competition made it very difficult indeed for the commercial vehicle manufacturer to make a fresh start, and there is no doubt that the safeguarding duty, imposed by the Government in May, 1926, gave the real impetus which enabled manufacturers to go ahead with increased manufacturing programmes and so enabled them to compete more effectively in the overseas market.

Prices of commercial vehicles have been reduced in an astonishing manner since the war, and today the average price of twelve typical commercial vehicles (on a gold basis) is 104.2 per cent., taking the year 1914 as 100. The cost of living index for 1927 was 167, and it is questionable whether there is any other commodity sold at the present time where such good value is obtained for the money. It should be noted that present-day prices include very radical improvements in design, electric lighting, spare wheels and tyres, and, in the case of the lighter vehicles, pneumatic tyres.

The effect of the import duty can be seen from the fact that in the year 1926 the total commercial vehicle imports of chassis and complete vehicles were in excess of exports. In the year 1926, the total imports and exports were approximately equal, while in the year 1927 British exports exceeded imports.

HEALTHY INDUSTRY.

The very heavy task of attempting to regain foreign markets which had been lost during the war has been materially assisted by the import duty, which in some measure has protected the home market and enabled manufacturers to increase outputs, with a consequent reduction of overhead charges. It should be noted that in the motor industry the percentage of unemployment in 1927 was only 6.6 per cent., and this year is still further reduced to 5.5 per cent. in March, 1928. The numbers employed in the industry have also shown a progressive increase, and it can be definitely claimed that the decrease in unemployment is substantially due to the import duty.

KOWLOON BUSES.

BODIES BY W. S. BAILEY & CO., LTD.

EXCELLENT WORK.

Three new buses built to the order of Messrs. Alex Ross & Co., Ltd., by Messrs. Bailey & Co., Ltd., for the Kai Tack Motor Bus Co. have been officially inspected and tested at Kowloon, and being found highly satisfactory, at once put to work on the roads; two similar buses are almost completed by Messrs. Bailey & Co., Ltd. The chassis of these buses are of the well-known "Dennis" low spring type, and were delivered to Bailey's shipyard a month ago since when the entire construction, upholstering, electric lighting, painting, polishing and lettering, etc., have been completed.

The bodies of these buses are of strong design and excellent finish and provide seating accommodation in upholstered Rexine covered spring seats forward for eight first class passengers, and polished hardwood seats aft for twelve third-class passengers. The insides of the buses are neatly covered with Rexine, the floors of first-class compartment with linoleum and floors of third-class compartment sparred. The windows are of the Strachan and Brown patent adjustable sliding type and the electric lighting, by Messrs. Wm. C. Jack & Co., Ltd., of neat and effective design.

At a trial of the buses on the 22nd inst. there were present for the Kai Tack Co. Messrs. Ho Sul-woon, Manager, Lam Moosing, Secretary, and Wong Fong-lai, Chief Engineer, Sub-Inspector Mason for the Police Department and Messrs. C. F. Mendham and A. A. Dand for the builders. Brake and lighting tests and general inspection were carried out by Inspector Mason and the buses then ran at 30 m.p.h. when both brakes were applied pulling up the buses within their own lengths.

On the 24th inst. further trials were made in the presence of Mr. D. Burlingham, D.S.P., and Inspector Mason, Mr. T. Hayward for Alex Ross & Co., Ltd., and Mr. Dand for the builders. The buses were tried on Tai-po-road and proved excellent climbers, quite free from vibration and most comfortable; brake tests as before were made coming down hill and the buses were duly approved by Mr. Burlingham as highly satisfactory and a great credit to all concerned.

HUP SIX.

TAKES QUEZON TO HIS HOME.

Immediately after disembarking from the Dollar liner, steamer "President Pierce," President Quezon hurried through the crowd and jumped in a Hupmobile Six accompanied by Mrs. Quezon and Felipe Buencamino, Jr.

It was the choice of the Senate President to use a Hupmobile for a speedy trip to his home and true to its form, the Hup went through the multitude and hundreds of automobiles with ease. It was no great difficulty to drive the car and its quick acceleration made it that much easier.

Four Hupmobiles were ready for the Committee and they were all used in the parade. The Hupmobile Eight Sedan, which made its first appearance before the Manila public, was well praised and while waiting at Pier 7, a good crowd of motorists inspected and admired this Eight of the Century.

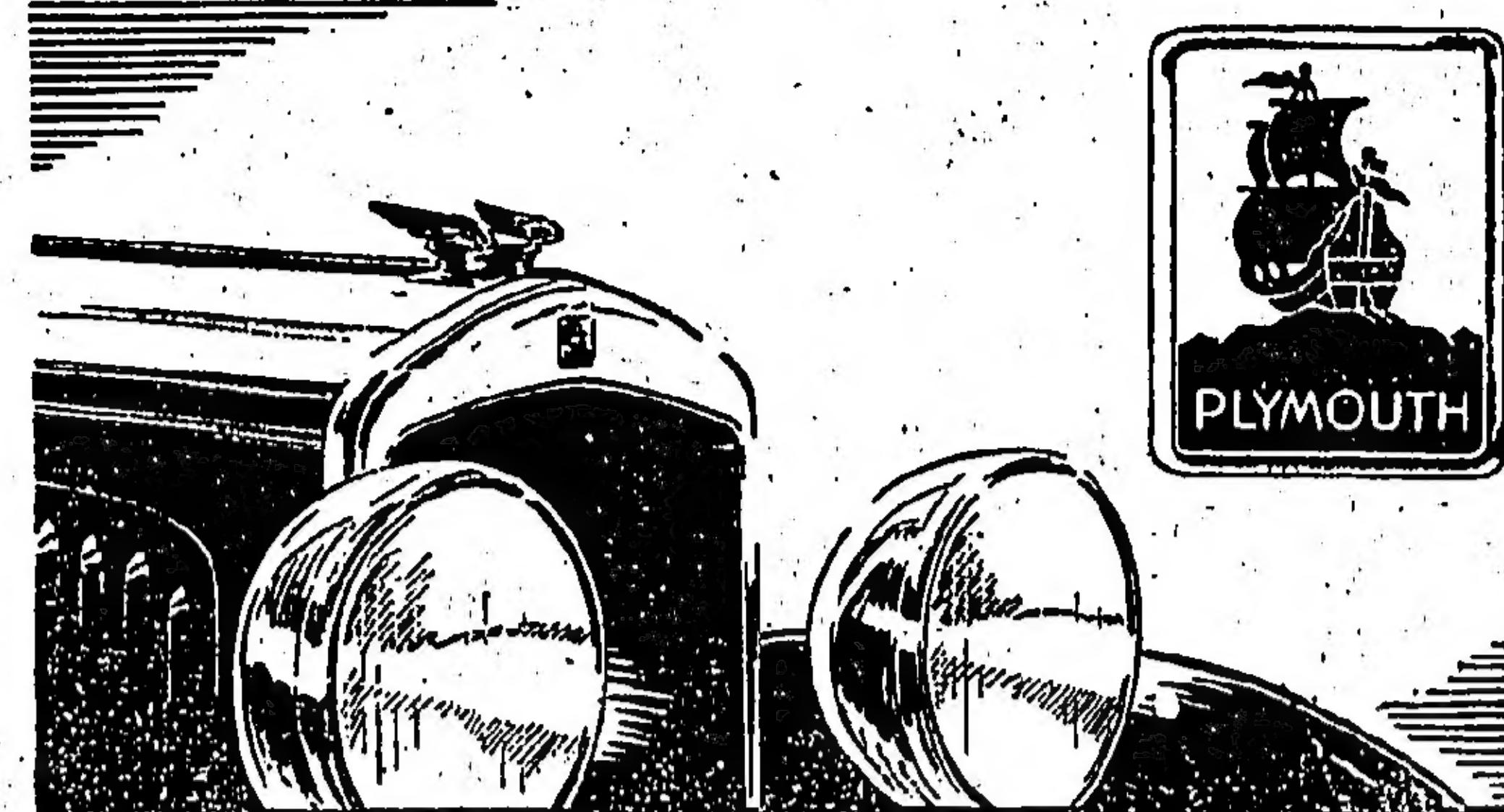
A wonderful Willys-Knight seven passenger Sedan was also used by the committee and it deserved the preference on account of its roominess. All cars offered to the committee by Parsons Hardware Company and the Manila Overland Sales Co. were received with much enthusiasm as it marked the first time that both of these concerns offer their brand new cars for such purpose.

which came into operation in May, 1926.

Lastly, it is freely admitted on all sides that a strong and healthy commercial vehicle industry is essential in the interests of the country. The part played by the commercial vehicle in the recent General Strike is well known, and it is not too much to say that the Government's success at that time was due very largely to the commercial vehicle.

As already indicated, the trend of prices has been very materially on a downward scale, and the productive capacity of the various commercial vehicle factories in Britain is such that competition is likely to be extremely keen for some time to come. Until the exports of the industry reach 60 per cent. of their total production, there can be no real prosperity.

NEW CHRYSLER PLYMOUTH



ANewCar..A NewCar Style..A NewZenith of LowPricedCar Luxury and Performance

New slender profile chromium-plated radiator.—Long, low bodies.—Generous room for 2 to 5 passengers, according to body model.—Luxurious deep upholstery and appointment detail.—New "Silver-Dome" high-compression engine, for use with any petrol.—Smooth speed up to 60 and more miles an hour.—Chrysler light-action internal expanding hydraulic four-wheel brakes—no other car of this price possesses this feature.

put your foot to the light-action internal hydraulic 4-wheel brakes to know the confidence of the fastest and safest deceleration you have ever experienced.

And above all, you must see its beautiful lines and finish, and stretch at ease in its deep upholstered, full adult-size bodies, to comprehend how completely the Plymouth surpasses cars in the low-priced field.

Please see and ride in the Plymouth. We believe you will discover there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

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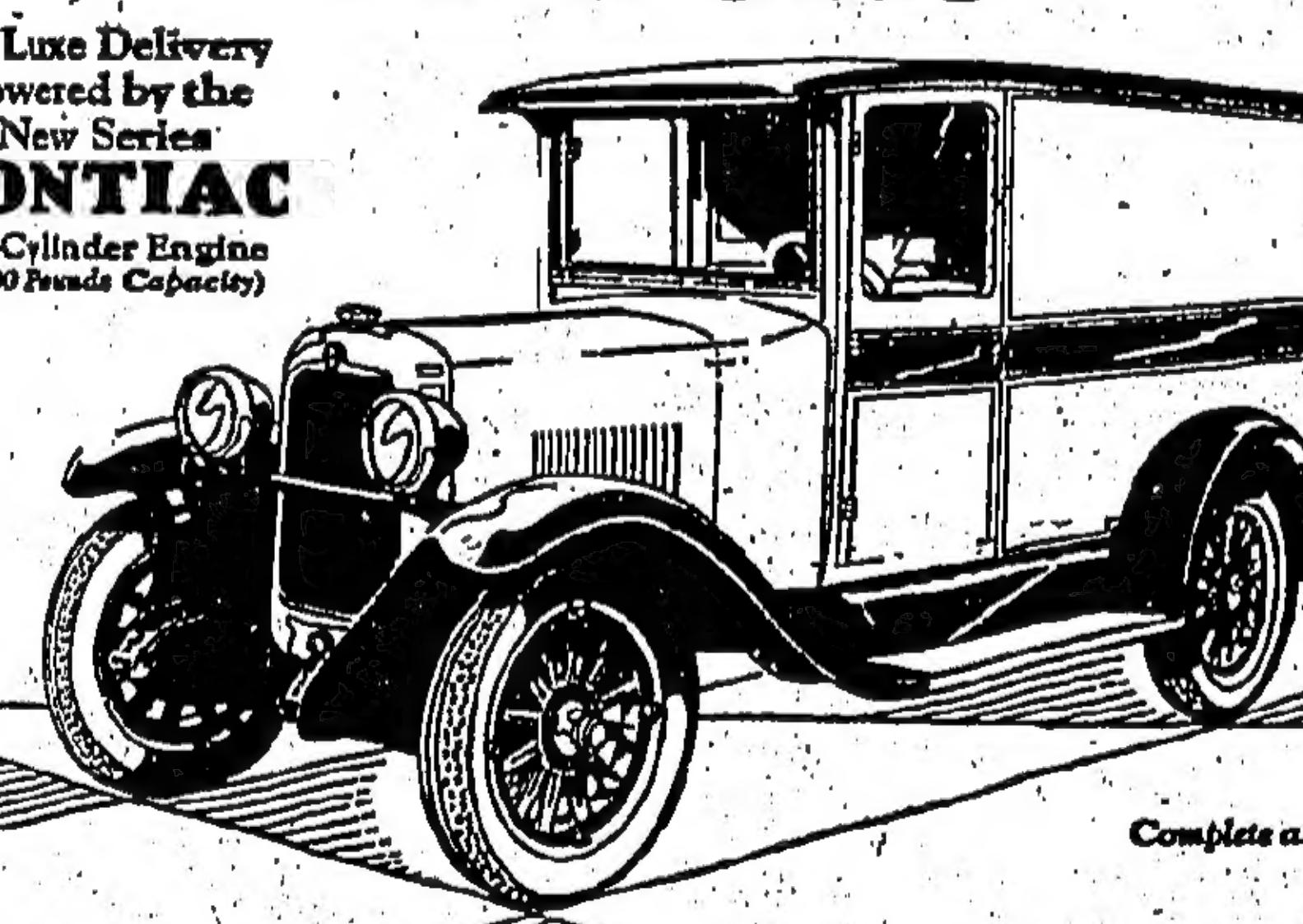
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(1000 H.P. Capacity)

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Two Ton - \$950

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Heavy gear drive

Two Ton - \$1,050

Five Ton - \$1,250

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One and one-half ton - \$850

Two Ton - \$950

Heavy gear drive

Two Ton - \$1,050

Five Ton - \$1,250

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TO MANDALAY.

TOURING CAR MAKES THE TRIP.

GRUELLING JOURNEY.

Though "The Road to Mandalay," immortalised by Kipling's lay, immortalised by Kipling's ballad, is non-existent as far as the motorist is concerned, word has just been received by the Studebaker Corporation that a stock Erskine Six tourer recently made its own road on a gruelling trip from Rangoon to Mandalay, India—and not only succeeded in making the trip, but completed it in the record breaking time of 48 hours.

There are literally no roads between Rangoon and Mandalay—a distance of approximately 385 miles. But C. E. Perry, a Rangoon motorist, decided that the trip could be made. With a native guide and another companion, he set forth from Rangoon equipped with emergency road making tools, and supremely confident of the power and endurance of the Erskine.

The trip was a cross country run in every sense of the word. Occasionally there were narrow cart tracks to follow, but more often the Erskine blazed its own trail through the jungle. For five hours, at one stage of the trip, the car ploughed through soft paddy fields under a tropical sun that tested to the limit the power and cooling of the motor. In other places the caravan made slow progress through deep sand. There were streams to ford, with water well up over the running boards.

One of the most trying sections of the trip took the intrepid motorists through a region of elephant grass, where progress was made at the rate of a mile in four hours. This gave way to thorn covered open country, which could be traversed at better speed, though its roughness was a severe tax on the sturdiness of axles, frame, and body construction.

On their arrival in Mandalay the Erskine and its driver were welcomed with a demonstration by members of the National Club, and the feat praised throughout Burma and India as one of the most outstanding accomplishments in Indian motoring.

A FAMILY AFFAIR.

WHAT THE STUDEBAKERS ARE DOING.

THE ERSKINE SIX.

It is a dull week for Studebaker's family of championship automobiles when at least one of the quartette does not make or break a record for performance, economy or durability. Usually it is the champion Commander or the President Eight that do the heroic deeds, but the Director and the Erskine Six, undefeated American stock car champions of their price classes, frequently contribute to the "family's" glories and victories.

The latest triumph of a Studebaker car is reported from Buenos Aires, Argentina, where an Erskine Six has just completed a remarkable cross-country run. The run was made over 567 miles of unpaved roads between Buenos Aires, and Mar del Plata. The Erskine Six, strictly stock and fully equipped, completed the dash in exactly 15 hours—and broke every previous record for cars of similar price.

The car was driven by Senor Jose Moran. The Erskine's ability to negotiate at high speed, the rough roads of this part of the Argentine, attracted considerable attention when the morning editions of "La Nacion" and "La Prensa," Buenos Aires newspapers, were delivered in Mar del Plata, 9 hours ahead of the regular train delivery time.

NEW HUPS.

PIONEER BUYER BOOSTS THE CAR.

Nineteen years ago, at this time, Walter C. Zinn, now a San Francisco business man, was driving a new model Hupmobile. And, believe it or not, all the boys (also the girls) in his home town, which then happened to be Minneapolis, were declaring that his new car was the smartest thing on wheels. And no doubt it was, declares E. W. Milburn, manager of the Greer-Robins Company, Hupmobile distributors in California.

Zinn now is the owner of a new Hupmobile Six. Zinn speaking of his earlier Hupmobile, said:

"I remember when I first purchased the old car back in 1909. I believe it cost me just \$750 f.o.b. Minneapolis, and at the time I purchased it I was not so certain as to just how far it would be possible to travel in it without having to take a chance on walking back."

"This you understand was the year."

"SAFEGUARDING."

EXAMPLE OF MOTOR INDUSTRY.

[By W. R. Morris, Governing Director of Morris Motors.]

There is a strange irony in the fact that a system of protective duties which has been of great benefit to certain industries in Britain should have been named after a Liberal. Since the duties were first imposed Mr. McKenna has migrated from the political world, and his present political views are an unknown quantity; but the fact remains that he was one of the leaders of the Liberal party when the policy was first adopted.

The irony of the situation grows even greater when one observes that one of the most prominent opponents of the McKenna Duties and the safeguarding of industries policy at the present time is Mr. Lloyd George, who was an important member of the Government which introduced the former, and was actually Prime Minister at the time when the latter first saw the light of day.

The stark realities of war play havoc with academic theories. It was the war that brought into prominence the problem of the key industries, the neglect of which, owing to blind adherence to Free Trade principles, caused the country needless suffering and waste. It was the war which convinced even Free Traders that circumstances may arise, such as the need for protecting the exchange, which may necessitate some modification of their hard and fast theories.

Unfortunately, however, the lessons of the war are apt to be quickly forgotten, and thus it is that we are faced with the spectacle of Mr. Lloyd George being compelled by the position which he occupies as Leader of the Liberal party to be faithless to his own god-child.

BENEFITS.

Facts are, however, more instructive and more powerful than purely academic theories. The history of the motor industry in particular provides an illustration of the great benefits which accrue to industry from the policy which is now being pursued, perhaps to an insufficient extent, by the Conservative party. The abnormally rapid expansion in that industry is an undisputed fact.

In 1922 there were 73,000 cars and vehicles produced in Britain. In 1927 the figure had risen to 209,000. In 1928 194,420 persons were employed in the industry. In 1927 the figure had been increased to 232,850. These totals only show the numbers of persons employed directly by the motor industry itself, and do not include those employed by the many other trades who are dependent on the motor industry for the sale of their products.

Few people, I think, appreciate the number of these dependent trades, as I find it generally accepted that they consist of the engineering and steel industries only. In actual fact, if the manufacture of tyres, bodywork, and upholstery is taken into account as well as the chassis, it will be found that there is hardly a primary industry not represented.

MORRIS SALES.

Four years ago the value of motor-cars and parts which were exported from Britain was £5,513,566, whereas in 1927 the value was £10,558,808. If I may be allowed to take as an instance one of the businesses with which I am personally associated, namely, Morris Motors (1926) Ltd., the sales in 1927 were three times as great as the sales in 1923, while the number of men employed in the company has risen from 5,800 in April, 1924, to 9,872 at the present time.

Such figures are sufficient to show the abnormal rate of expansion. It may, however, be argued by the unrepentant Free Trader that the unrepentant Free Trader

that owing to the developments of road transport, the motor-car industry was of its very nature a rapidly expanding business, and that the McKenna Duties have played no part in promoting its prosperity. In order to answer this contention, it is only necessary to examine the situation which arose consequent upon the repeal of the McKenna Duties by Mr. Snowden in 1924.

As will be remembered, the announcement of the repeal was made at the end of April, 1924, while the duties were actually removed as from Aug. 1 in that year. In the following Budget the duties were re-imposed by Mr. Winston Churchill, with effect as from July 1, 1925.

IMPORT FIGURES.

The statistics in regard to imports provide a striking commentary.

In 1924 the number of (complete) cars imported was 13,707.

In 1925 imports leapt up to the abnormal figure of 32,852. In 1926 they dropped again to 12,016.

The picture becomes even more striking if one divides these years into periods of six months.

During the first six months of 1924, when the duties were still in operation, the imports were 6,038.

In the second six months after the duties had been removed imports rose to 7,674.

In the first six months of 1925, while the duties were still off, the figure rose to 27,708.

But in the second six months of that year, after the re-imposition of the duties, the figure fell to 5,144.

The suggestion in the face of such figures that the McKenna Duties have no influence upon the British motor industry is a sheer absurdity. But if these statistics were not sufficient to prove the point, I could fortify the argument by my own experiences. On April 1, 1924, the number of men employed by Morris Motors (1926) Ltd. was 5,300. As soon as the removal of the McKenna Duties was notified in Mr. Snowden's Budget of that year there was such a falling off in business that it was necessary not only to stand off about 1,250 men immediately, but to put the remainder on short time from May until the following September.

PRICE DECLINES.

It is, however, a favourite contention of Free Traders that under a system of Protection, even if particular industry may derive some benefit, the consumer is going to pay for that benefit in an increase of price. Let us see what truth there is in such a suggestion in so far as the motor industry is concerned.

In the first place, if we take the motor industry as a whole there has been a steady and continuous fall in price. Statistics have been prepared based upon the prices of twelve typical models of private cars and commercial vehicles. If the index figure in 1914 be taken as 100, in 1922 it stood at 105. Since then it has fallen rapidly and continuously, until 1927 it stood at 88.4.

In the case of commercial vehicles the index figure has fallen from 126 in 1922 to 104 in 1927. This fall is based on nominal prices, but if allowance be made for the change in the value of money it will be found that current prices of private cars are 47 per cent. below the pre-

GROWTH OF BRITISH MOTOR PRODUCTION.

Below is an interesting table showing the post-war progress of the British motor industry. It shows that in both of its branches there has been consistent progress. Since 1922, when conditions after the armistice became relatively stabilised, exports have been moving upwards.

In 1926 there was for the first time definite balance of exports over imports. This continued in 1927. Whether 1928 will show a similar balance is as yet problematical. Ninety-five per cent. of British motor exports go to the Dominions, and of these about half are taken by Australia. For some time, however, the Australian position has been unfavourable, due mainly to the restriction on credit, and it remains to be seen whether conditions will right themselves before the end of the year.

Year	Private Vehicles.		Commercial Vehicles of all kinds.			
	Production.	Exports.	Imports.	Production.	Exports.	Imports.
1919	24,000	1,754	4,972	6,000	438	2,638
1920	50,000	6,118	29,192	10,000	1,715	16,246
1921	52,000	2,562	8,273	8,000	800	3,193
1922	55,000	2,441	20,317	15,000	600	2,615
1923	65,000	5,007	24,127	21,000	1,252	5,699
1924	105,000	12,477	21,445	28,000	3,119	5,528
1925	121,000	23,233	41,397	32,000	5,803	7,448
1926	188,000	25,511	16,491	41,500	6,477	5,401
1927	167,000	28,557	27,219	52,000	7,189	5,480
1928	80,000	10,460	11,976	23,000	2,500	2,030

* Approximate figures for five months only.

Concerning the big imports figure for private cars for 1925, the explanation usually accepted is that, while the Conservative Government decided to re-impose the McKenna duties in April, 1925, the re-imposition did not actually operate until the succeeding July.

Commercial vehicles were protected as from April, 1926, but in this instance no chance was allowed for wholesale "dumping," the duties coming into effect immediately after the announcement had been made by the Chancellor of the Exchequer when introducing his Budget.

In general the tables show that British production of private cars in 1928 was nearly seven times that of 1919. In the case of commercial vehicles the proportion was nearly nine times as large. In 1919 one commercial vehicle was made for every four private cars. In 1927 there was one new commercial vehicle for every three private cars manufactured.



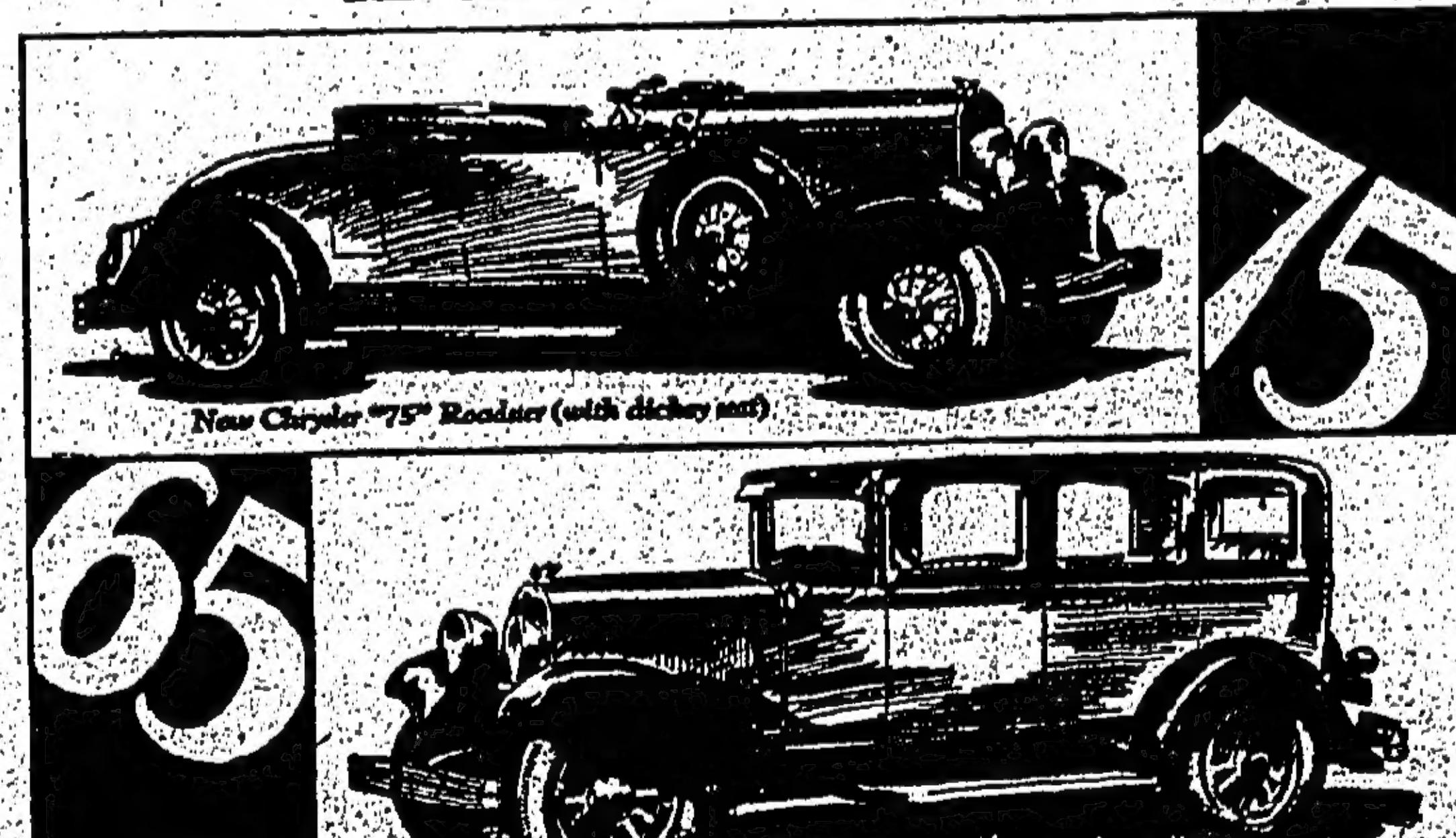
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ITS OLD FRIENDS
AND IS GOING TO
MAKE A HOST OF
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Striking new standards of beauty have been created in these new Chrysler Sixes, even when the artistry of a great industry has seemed to be at its height. The wholly new Chrysler style creations, now shown for the first time, represent unusual advances over even Chrysler power, speed and efficiency.

We believe that at their new low prices, they demonstrate the greater value now made possible by progressive Chrysler engineering, research and manufacturing.

We are confident that all who are even remotely interested in the progress of motor car artistry will find themselves amply repaid by their familiar inspection of these two new Chrysler style achievements.

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China Mail

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HONG KONG, THURSDAY, AUGUST 30, 1928.

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"SARPEDON" 3rd Oct. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"BELLEROPHON" 20th Sept. Genoa, Havre, Liverpool & Glasgow
"EUEYLOCHUN" 20th Oct. Genoa, Havre, Liverpool & Glasgow

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POST OFFICE NOTICE.

The Money Order Office has been removed to the Public Hall on the ground floor of the G.P.O.

The Hong Kong Postal Guide for 1928 is now on sale at the General Post Office and Kowloon Post Office at the price of 50 cents a copy.

The afternoon mail service to Macao has been resumed.

INWARD MAIL.

From	To	Per
THURSDAY, AUGUST 30.	Luchow	
Shanghai and Amoy		
FRIDAY, AUGUST 31.		
U.S.A., Canada, Japan and Shanghai	President McKinley	
Shanghai and Europe via Siberia	Naldera	
SATURDAY, SEPTEMBER 1.	Sinkiang	
Shanghai and Swatow		
SUNDAY, SEPTEMBER 2.	Hakozaki Maru	
Straits	Nagpare	
MONDAY, SEPTEMBER 3.	President Taft	
Manila	St. Albans	
Australia and Manila	Empress of Asia	
Canada, U.S.A., Japan and Shanghai		

OUTWARD MAIL.

For	Per
THURSDAY, AUGUST 30.	
Saigon	Clara Jebson
Japan	Kashgar
Shanghai and Europe via Siberia	Kashgar
FRIDAY, AUGUST 31.	Halvard
Swatow, Amoy and Foochow	Noon
Manila, Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, 16th Sept. Parcels Noon. Registration 1.45 p.m. Letters 2.30 p.m.	Naldera
Macao	Wing On
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 23rd Sept. K.P.O. Parcels 4.30 p.m. Registration (Sept. 1st) 9 a.m. Letters (Sept. 1st) 10 a.m. G.P.O. Parcels 5 p.m. Registration (Sept. 1st) 9.45 a.m. Letters (Sept. 1st) 10.30 a.m.	Glengarry
Saturday, SEPTEMBER 1.	2.15 p.m.
Macao	Wing On
Shanghai and Europe via Siberia	Glengarry
SUNDAY, SEPTEMBER 2.	6 p.m.
Swatow, Amoy and Formosa	Kishu Maru
Bangkok via Swatow	Kayling
MONDAY, SEPTEMBER 3.	9 a.m.
Shanghai and Japan	Hakozaki Maru
Shanghai and Dalny	Luchow
TUESDAY, SEPTEMBER 4.	10.30 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 5th Oct. K.P.O. Registration 1 p.m. Letters 1 p.m. G.P.O. Registration 1.45 p.m. Letters 2.30 p.m.	2.30 p.m.
Aeneas	

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager at 38 Wyndham Street, Hong Kong.

THE PLANE DISASTER IN PUGET SOUND.

WRECK LOCATED.

BODY OF MR. MACCALLUM SCOTT & OTHERS FOUND.

WELL-KNOWN M.P.

London, Yesterday.

Mr. MacCallum Scott, a prominent British politician, and his wife have lost their lives while flying as passengers in an aeroplane which left Victoria, British Columbia, on Saturday for Seattle. The distance was only 180 miles but all trace of the machine had been lost.

A message from Vancouver, received in London to-day, states that the missing plane had been recovered in 30 feet of water in Puget Sound, and the dead bodies of Mr. and Mrs. Scott and five other persons were in the cabin.

Mr. Scott was visiting Canada partly on holiday and partly to collect material for a book on emigration and forestry.

He became a Member of Parliament for Bridgeton Division of Glasgow as a Liberal in 1910. In 1922, standing as a Coalition Liberal, he was defeated in that constituency by Mr. Maxton, the Socialist.

In 1924, he joined the Labour party, and became its candidate for East Aberdeenshire—British Wireless Service.

MONEYLENDING.

CLAIM FOR PROMISSORY NOTE BALANCE.

VARIOUS PAYMENTS.

Before Mr. Justice Jacks, in the Summary Court yesterday afternoon, an Indian moneylender named Sundagat Singh, who was represented by Mr. C. A. S. Russ, claimed the sum of \$440 as balance due under promissory note for \$640, from Mr. J. S. Landolt, of the Canadian Pacific S.S. Company. Mr. J. M. d'Almada Remedios represented defendant.

The plaintiff said, in evidence, that he was first introduced to defendant in 1924, by a man named Ah Young. On November 3, of that year, the defendant borrowed \$640 of which \$200 had been repaid by instalments. When the note was drawn up and signed the defendant used the word "We" but after signing, he crossed out "We" at the plaintiff's request and substituted "I." The defendant put his initial to the alteration.

An account book was produced by the plaintiff which showed various payments. He said that before the loan of \$640 he had lent the sum of \$100 on the joint signatures of Mr. Neves and Mr. Landolt. That amount had been paid back, but the note had been lost.

The plaintiff went on to say that he always went to see the defendant on the first or second day of every month when he was sometimes paid and sometimes not. He pointed out that Mr. Landolt had paid \$2 in January, this year.

Cross-examined by Mr. Remedios, plaintiff said that he was introduced to the defendant in May, 1924, and within a few days he signed a joint note with another man for \$120, the amount actually lent being \$100 between them. They both signed that note. The next transaction was in June, when the defendant personally borrowed \$136 and signed for double that amount. He again borrowed \$200 in September, 1924, signing for \$400. He also signed as a guarantor for a third party in May. On the May note, the defendant and Mr. Neves paid the money back at the rate of \$12 a month.

Plaintiff agreed that that May note had been paid off and stated that he had received back \$72 on the June note. That note had been lost.

Mr. Remedios: That is a very convenient explanation.

Mr. Remedios said he had evidence to show that the word "Us" would bring in a friend of the defendant. They arranged for a loan of \$400 for which they signed for \$300, payable in monthly instalments of \$30 a month. That was in August, September and October. Instalments were paid, leaving \$340. On November 1, the plaintiff reported the note as lost and said he had made a report to the police to that effect. In view

THE PRINCE OF WALES PORT DARWIN AS AN AIR BASE.

VISITS RUGBY.

INSPECTS THE GOVERNMENT'S SUPER-POWER STATION.

ASCENDS THE MAST TOP.

London, Yesterday. H.R.H. the Prince of Wales today visited the Government Super-Power Wireless Station at Rugby, which is capable of communicating with any part of the globe and which serves inter alia for the worldwide broadcasting of British official news service and the telephonic service to America.

His Royal Highness arrived at the station unexpectedly, accompanied by his brother, the Duke of Gloucester.

The prince inspected all the departments and showed a keen interest in the apparatus and in the transmission of messages.

The Prince of Wales then expressed a desire to ascend one of the masts, which are over 800 feet high, being the tallest in the world.

While his brother left to pay a private visit to a friend in the neighbourhood, the Prince of Wales was taken up the mast in an electric lift and on the platform top, he remained for a considerable time enjoying the excellent view.

A strong wind was blowing and the mast, which is designed to withstand wind pressure of 140 miles an hour, nevertheless swayed appreciably. When he reached the ground again, the Prince expressed delight with his experience. He said it was a wonderful station and that it was marvellous that telephone communication could be established so easily between this point in the heart of England with America.—British Wireless Service.

GLACIER ON RIVER.

THREATENED FLOODS IN INDIA.

Simla.—Agriculture in the Punjab is threatened by the formation of a glacier on the River Indus at Leh, capital of the Ladakh district, Kashmir. The river is dammed by the glacier, and the water is impounded by the union with it of the Kabul River, bringing down the whole drainage of the Southern Hindu Kush Mountains.

If the glacier remains, the area between Leh and Attock will become arid, but if it bursts when the Indus is impounded by the union with it of the Kabul River, bringing down the whole drainage of the Southern Hindu Kush Mountains.

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PORT DARWIN AS AN AIR BASE.

A PREDICTION.

SIR JOHN SALMOND ON THE PORT'S RESPONSIBILITY.

AUSTRALIA FLIGHT.

Port Darwin Yesterday. Sir John Salmond, who is making a round-Australia flight, in the course of his duties as adviser to the Australian Government on the re-organisation of the Air Force, in a speech at a reception, on his arrival here, said that it was quite possible that the construction of the Singapore Naval Base would throw considerable responsibility upon Port Darwin and that likely an Air Force base would be created there.—Reuter.

POOR RELIEF TRICK.

TOBACCO INSTEAD OF GROCERIES.

At North London Police-court, Nellie Harron, a general shopkeeper, of Georges-road, Holloway, was summoned before Mr. Basil Watson for obtaining nine-pence from the Islington Board of Guardians by false pretences. James Andrew Cain, of Hope Cottages, Edengrove, Holloway, was summoned for aiding Harron in the commission of the offence.

Mr. Clifford Watts, who appeared in support of the summons, said that Cain was given an out-relief order for 14s. worth of groceries, and presented it to Mrs. Harron. One of the items supposed to have been supplied was flour, but as a fact one ounce of tobacco was substituted for the flour.

An official of the guardians stated that since 1920 Cain and his family had received £450 in relief. It was known to witness that tobacco instead of groceries was being supplied to persons on the rates all over the parish, but it was very difficult to get evidence to support a prosecution. In this particular case Cain had threatened to take his relief ticket elsewhere if Mrs. Harron refused to supply the tobacco. If he had done so it would have meant a considerable loss to her as a small shopkeeper.

Mr. Basil Watson said this sort of thing was a swindle on the ratepayers and also on poor children. If other cases came before him he should send the defendants for trial.

The defendants were fined 40s. each.

JAPAN & TREATIES.

Question to Be Opened.

Tokyo, Yesterday. As a result of the Cabinet's discussion of the Nationalists' second note, it is understood that the Government has decided to accept the Chinese demand for opening the question of treaty revision, after assuring itself that China is really sincere. As however, there is still some doubt of China's sincerity, the Government will not issue a reply for the time being, as it does not desire to prolong the legal controversy over the interpretation of Article XXVI of the Treaty.—Reuter.

ROMAN FINDS.

FORTRESS RELICS UNEARTHED AT YORK.

York.—During excavations in the centre of York a section of Roman wall, which formed part of the internal buildings of the Roman fortress, has been discovered.

There is a continuous, well-preserved wall, about two feet high and fourteen inches broad, across the excavation, and parallel with it are the fragments of two similar walls.

These relics, situated not far from the site of the gate of the old fortress, probably belong to the third or fourth century. The discovery is regarded as of much value, as there are very few relics left of the interior of the fortress.

At an inquest at Leicester on ex-Poole-supt. Carson, who died while motor-cycling, a doctor stated that he had acute pneumonia and did not know it, and died from it.

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